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SEPTEMBER 1976

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Adventurous Railroading and Rail Hobbies—Founded 1906

September 1976
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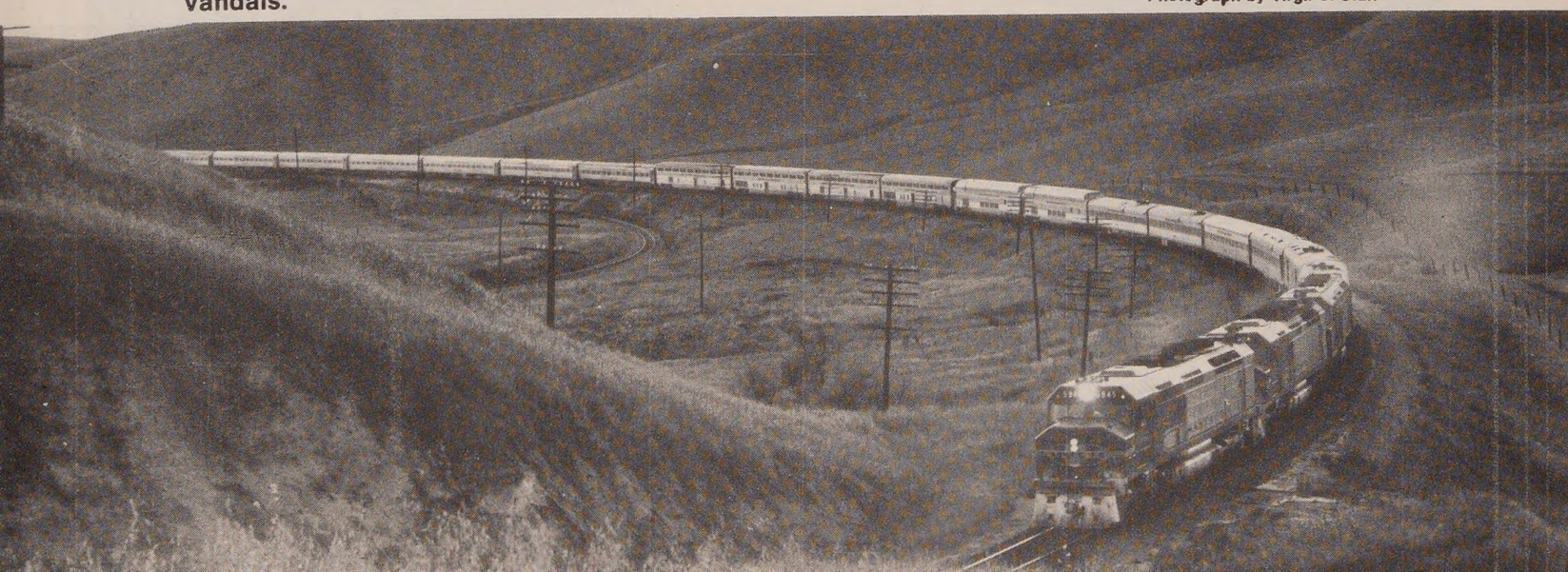
On last run, May 2, 1971, Santa Fe's *San Francisco Chief*, shown bending around curve enroute to Richmond, Calif., was ahead of time. Passenger equipment was rushed out of Bay Area to escape vandals.

Photograph by Virgil C. Staff



The 42nd Street station of New York's old Third Avenue "el" (since razed), as it looked about 1928, is seen in one of Otto Kuhler's finest, most detailed etchings. Note the old-model automobile and crosstown trolley tracks. The dark area in upper middle is the outside construction elevator of the then newly-completed Chrysler Building. At left is the Commodore Hotel, once an elite New York Central property (recently closed). A few yards to the right of this scene, *Railroad Magazine's* office later was located for more than thirty years. The Woolworth store at the right was torn down long ago. Question before the house: is that the Graybar Building emerging from right of Chrysler Building?

THE MAIL CAR

where editors and readers meet

Otto Kuhler and painting he made in 1970 of dramatic race long ago between Pennsy's *Broadway Limited* (left) and New York Central's *20th Century Limited* eastbound under stormy skies near Englewood, Ill.

Frank Clodfelter, 36 Westchester Drive, Asheville, N.C. 28803.

OTTO KUHLER, who has done some great covers for *Railroad Magazine* over the years, is again with us. This month's front "marker light" is a riverboat scene of more than a century ago showing the unloading of track material for the Union Pacific construction below Omaha. Kuhler did this painting about 15 years ago and used it as one of the color illustrations in his autobiography, *My Iron Journey,* subtitled *A Life With Steam and Steel.*

The book itself is handsomely clothbound, with 252 large pages and 250 illustrations in color and black-and-white. It may be had for $16.50 from Sunstone Press, P.O. Box 2321, Santa Fe, N.M. 87501. In text and pictures Kuhler tells his own dramatic life story as an engineer, a railroad artist, and a 20th century pioneer of industrial art who made history by designing streamlined trains and locomotives, including, best of all, the Hiawatha.

Also put out by Sunstone Press are three sets of fine, authentic, folded correspondence cards in color, 6¼x4½". Each boxed set of ten cards reproduces a different painting by Kuhler of a steam train in the rugged Southwest or the snowy Rockies and sell at $2.50. Each set has different-toned envelopes. This should please anyone who appreciates quality in cards.

In addition, Sunstone Press has republished and is selling ($9.45, including postage and shipping) *Portraits of the Iron Horse,* subtitled *The American Locomotive in Pictures and Story.* This is an 80-page book, 8½x10", with a masterpiece cover painting by Otto Kuhler and text matter by Robert S. Henry. That cover painting is called "Last of the Titans." Rand McNally & Co. originally published the book in 1937. (See our pages 32-33.)

American Artist magazine last February ran an illustrated article entitled "Full Steam Ahead with Otto Kuhler," indicating that his work has finally been accepted "fine art." A large part of the article is devoted to his etchings. About ten years ago Kuhler's finest railroad etchings were lost by a careless printer at Colorado University, but Otto, who, incidentally, is one of our *Interesting Railfans,* is having a thorough search being made for the plates so that they may be printed again. Right now Kuhler is spending the harvest years of a richly colorful life in painting railroad subjects.

Kuhler's first one-man exhibit in many years was staged in Santa Fe at Penn Galleries, to which he will leave all of his etchings and some 30 paintings—"after I am gone," he says, "which may be for quite a while yet." He lives at 625 Camino Rancheros, Santa Fe, N.M. 87501, but makes it clear that he is much too busy to welcome visits by railfans.

My First Train Chase

ALTHOUGH trains and engines have fascinated me for many years, I never "chased" a train until last May

14th. The occasion was the *American Freedom Train's* arrival in Columbus, Ga., a stop not envisioned when its original route was planned. Together with George Hart, I decided to pursue her into Columbus, meanwhile taking slides and sound-track movies. George's 20-plus years of railroad experience, which included firing and running steam on the Central of Georgia, made him an ideal traveling companion with his knowledge of operations, area trackage, and local roads.

Alas for our plans! Despite heavy rain and the difficulty in pinpointing the train's exact route, we gathered what info. we had, loaded cameras and film into our automobile and, with George at the wheel, set out after lunch on what turned out to be a 38-mile search, wait, and chase safari, all in pouring rain.

Our information was contradictory: the train would arrive via SCL from Montgomery; it would arrive via CofG from Birmingham. George did not put much stock in the former, which would involve the 4449 crossing an old river bridge with light rail. His comments evoked visions of history's first flying Northern and the biggest jump since "Old 97" went off the trestle at Danville. The question was resolved at the last minute by news that the engine would run light from Birmingham, while the train itself would arrive from Montgomery. This would take 4449 across a bridge to the Southern depot.

George whipped us along the route the engine must follow, under black clouds and increasing rain. Though we'd heard 4449 left Sylacauga around one o'clock, we had no accurate schedule and could only follow the mainline toward Birmingham, watching block signals and hoping not to miss her.

At Bleeker, George turned left on a muddy dirt road to a grade crossing at the former depot site and parked there. Spotting a section car, he walked over and got a better fix on the engine's location. It was now about two p.m. He'd learned from someone on the section car that the freight would meet the 4449 in Opelika, so we estimated her arrival at three. At that time there had been no sign of the 4449, but two more railfans had parked their cars in the dreary downfall of water to wait with us. At length, at 3:40, George spotted a Mars headlight and yelled, "Here she comes!"

Almost instantly she was upon us, looming up like a red, white, and blue ghost. No time for a picture, or even to get more than a blurred impression as she roared by. Though she was not doing more than an estimated 30, our quick turnaround and chase at 50 failed to overtake her till we reached Phenix City. She was not running light. Her single mail/baggage car and a crummy, along with markers, qualified her as a train. We followed her whitish oil smoke and soft whistle into Columbus, where she pulled into the station track out of sight.

My visit to the entire American Freedom Train the next morning was somewhat anti-climactic. A close-up look at the big GS-4 gave the impression of the Niagara picture on page 5 of the June *Railroad Magazine*, with differences: the valve gear was Walschaert instead of Baker and the shrouding obscured many details. However, I finally got some pictures and now consider myself a member of the ancient and honorable order of train-chasers.—G.B. Hawthorne, Jr., 2007 Lancaster Dr., Columbus, Ga. 31904.

Views and Reviews

I CAN SYMPATHIZE with Editor Hubbard's objection to lengthy correspondence. When I worked on the magazine as associate editor from 1969 to 1971, spanning the time that *Railroad* changed from woodpulp to slick paper, I remember many interminably long letters which I tried my best to wade through. Especially frustrating were rambling 8- and 9-page letters handwritten in light pencil. Or the time we received a typewritten 250-page autobiographical novel with a note from the author asking us to read it right away, then help him to get a publisher!

Hardly a week went by without phone calls or written letters from students asking us to do the research for term papers they had in mind. Aside from that, we also got many letters about subscriptions that should have been addressed to Boulder, Colorado. If we had responded to each missive personally, we would not have gotten around to working on the magazine itself until about 3 o'clock in the afternoon. But I confess I did enjoy seeing the three or four marriage proposals that Barbara Kreimer received when I was there.

I buy *Railroad Magazine* each month. I find it's the only publication that combines railroad lore and legend with up-to-date news, and I like its friendly, non-technical style. One more point: contrary to some readers, *Railroad Magazine* has never reminded me of *Playboy* or *Penthouse*.—Albert Herskovits, 30 E. 66th St., New York, N.Y. 10021.

I ENJOYED your photo of locomotive L-1 at the Nuclear Rocket Development station in your June issue, page 24. It was taken about 12 years ago. Your caption with the words "are being designed" and "new program" erroneously implies it is current. I helped with the disassembly of two of these Kiwi (flightless) nuclear rocket reactors at the N.R.D.S. there at Jackass Flats, Nevada (near Mercury, Nevada, some 60 or 70 miles northwest of Las Vegas) in the early 1960s when I was working for ACF Industries, Inc. in Albuquerque. ACF was the prime contractor to the Los Alamos Scientific Laboratory for the reactor pressure vessel and the test car design, as well as the operation of the MAD (Maintenance, Assembly, and Disassembly) Building. But all that is history now.—Henry F. Bender, 6257 Soland Dr., San Jose, Calif. 95119.

MRS. WINIFRED CLAWSON'S account of her husband as a logging engineer in your June issue is interesting but requires two corrections. The OC&E was not the Oregon Central & Eastern but the Oregon, Californian & Eastern. She said the lead drivers of a certain 2-8-2 were "blind." Actually, the second and/or third were "blind." I have never seen an engine with the lead or back drivers "blind."—J.C. Meyes, 515 W. 28th St., Vancouver, Wash. 98660.

While dispatching trains over the OC&E, I knew an engineer named Clawson, who may have been related to your correspondent. In fact, the first siding south of Ashland on that line was named Clawson. If I thought your readers were interested, I would write an article for you telling what railroading was like on the Shasta Division between 1920 and 1926. The latter was the last year of operation over the Siskiyous while it was still the mainline and before cutting in the Natron Cutoff by way of Klamath Falls.—Grant S. Allen, 711 Spring St., Sausalito, Calif. 94963.

The Personality Parade

JOHN HENRY, the "steel-drivin' man" of song and legend, has been honored by a limited edition of silver medallions struck to commemorate his reputed victory over the steam drill at Great Bend Tunnel near Talcott in Summers County, Va., at some time in the 1870s. The medal is sponsored by the West Virginia Water Festival, headquartered in Hinton, about 12 miles from that tunnel. Not more than 5,000 of these high-quality works of art will be struck and each will be serial-numbered. Washington Mint at Beechwood, Ohio, designed the medallion and is striking it. To get one, send check or money order for $31.50, which includes postage, insurance, and handling, to "John Henry," P.O. Box 1125, Vinton, W. Va. 25951. Orders are filled on a first come, first served basis, says C.D. "Tony" Hylton III, president of Water Festival.

S.C. BROWN, who went firing on the Santa Fe in mid-1909 and retired as an engineer on the *Texas Chief* on Dec. 31,

1957, had one of the proudest days of his lone life in 1950 when he made a record run with the all-coach streamliner *El Capitan* from Kansas City to Newton, Kan., 185 miles in 145 minutes.

SEVEN or eight miles south of Leadville, Colo., on a ledge above the D&RGW right-of-way are two graves about 20 paces apart, with a paling around each. One lies east and west, the other north and south. The story is that two men fought a duel around 1887, both were killed and were buried where they fell.

JACK BENNETT built his own railroad in his front yard at Grant Pass, Oregon. After almost six months he drove a golden spike that joined the ends of his Missouri Flat & Applegate Valley Railroad. It covered 10 acres of his 95-acre farm. He has two engines, six passenger cars, and nearly a mile of track. He purchased his rolling stock from two amusement parks that were going out of business.

BOB RHEUDE is grateful to the Chicago & North Western freight crew which saved his furniture last May 3rd when his house at Chatham, Illinois, caught fire when nobody was at home. The crew spotted the flames, backed up their train, phoned the local fire department, and set to work. They left before Bob could thank them. A two-car garage and part of the dwelling were destroyed. Choo-Choo Charlie of Bethlehem, Pa., sent us this news.

CANADIAN NATIONAL recently hired Susan Proux as a redcap in Ottawa Union Station. She is 22, not quite five feet tall, and weighs only 102 pounds, but is strong, agile, and willing. Susan says she can do the job as well as anyone else. "Since I can and it's not hurting me," she asks, "why shouldn't I?" She tells of a man who tipped her $1 before she wheeled his bags down to the train and then tipped her another $1, adding, "I still don't believe it." Some passengers tote their own luggage but still tip. One woman reproached her: "You're lowering yourself by doing this kind of work. I don't think it's right for you to be among all these men." Susan gave her a Mona Lisa smile. Canada's only other female redcap is P.E. Darss (we don't know her first name), whom the CNR hired last year.

THREE unidentified Indian boys, aged about 8 to 12, possibly from the nearby Gila River Reservation, were stabbed to death and were then run over by a Southern Pacific freight train near Chandler, Arizona. The engineer thought they were asleep on the track, but they did not move when he blasted his airhorn. Unable to stop the train in time, he dragged the bodies about 300 feet. Police are investigating.

First Train-Auto Crash

THE EARLIEST known grade-crossing accident involving a train and an automobile occurred at Westbury, N.Y., in 1901. The driver was demonstrating the auto to five companions when an eastbound Long Island Rail Road train hit the vehicle, seriously injuring two of the occupants, bruising two others, and reducing the $8,000 Mors car to twisted scrap and splinters. The driver was dazed but escaped bodily hurt. He promptly said that but for his quick manipulation of the controls a split-second before the collision, the entire party might have met instant death. Thus the chauffeur, the great Henri Fournier, champion automobile driver of Europe and winner of the Paris-Bordeaux and Paris-Berlin races in 1901, emerged as the hero in what is generally considered as the first auto-train grade-crossing crash in American history.

With his flare for notoriety, Fournier sued the LIRR, saying: "We didn't hear any bell or whistle. The railroad men

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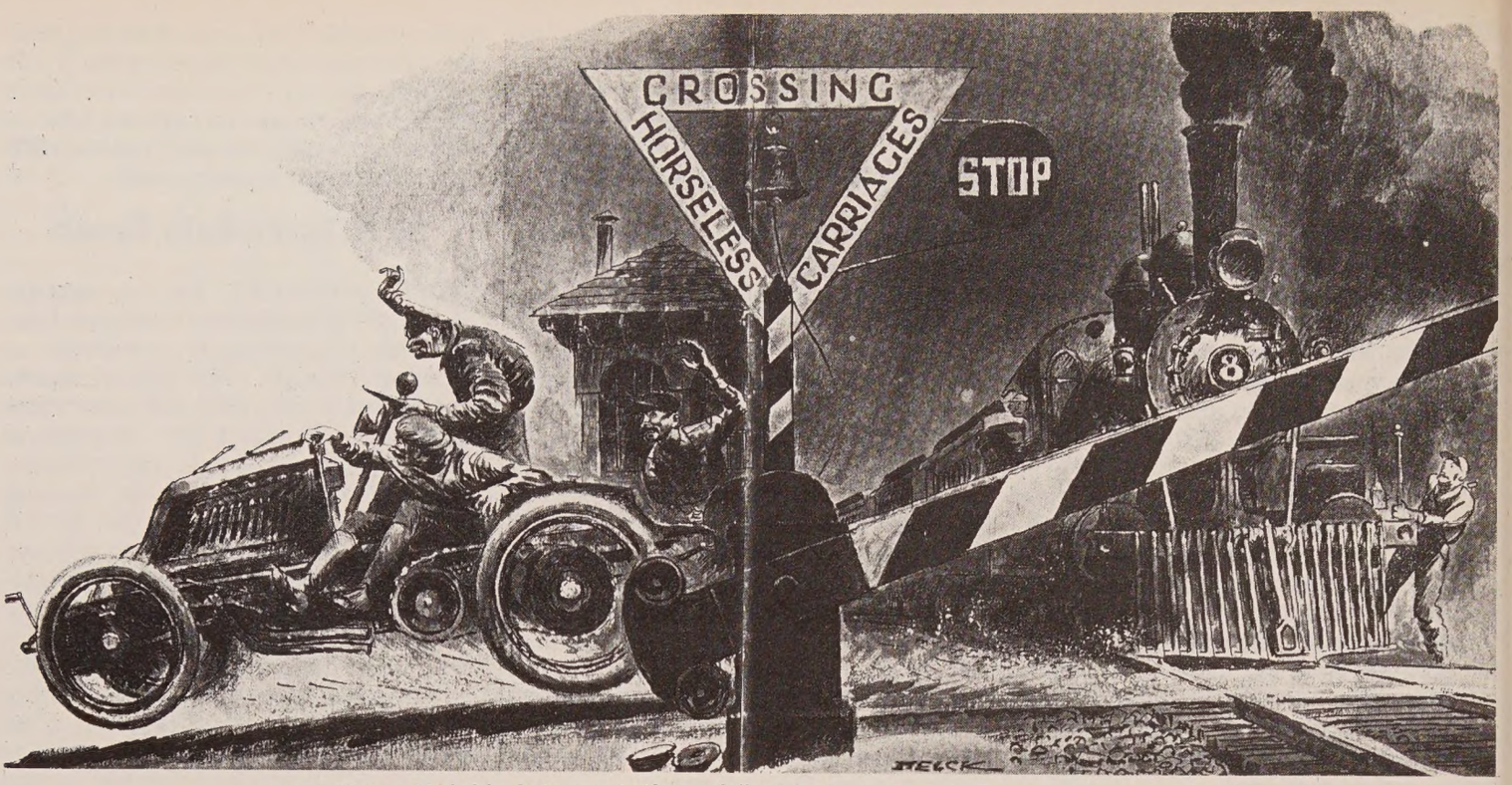

Artist Peter Helck's interpretation of first train-auto grade crossing accident.

say they were sounded. Am I to bring suit? Certainly! I have instructed my lawyers to sue for $50,000."

We don't know what happened when the case came up in court—if, indeed, it did. Today, such a minor event would probably make only a few lines in the newspapers, but the situation was quite different 75 years ago when there were probably less than 5,000 autos on the entire continent and nearly all of them were playthings of the rich.—Peter Helck (one of our *Interesting Railfans),* Boston Corners, R.D. 2, Millerton, N.Y. 12546.

Our Monthly Newscast

ONE OF THE TWO trains owned and used by Ringling Bros. and Barnum & Bailey Circus, this one bound for Louisville, Ky., was rammed on the night of June 7th by a string of 101 freight cars being moved in ConRail's Alfred E. Perlman Yards in Selkirk, N.Y. More than a dozen circus concession workers aboard the train, but none of the animals, were injured. No circus equipment was damaged, except for one of the two passenger cars used as living quarters for the concessionaires. The animals had been taken off the train to be watered. The accident was caused by a switching error which sent the freight cars rolling onto a track occupied by the circus train.

BUILT in 1929 by New York Central as owner and principal tenant and known as the NYC Bldg., the 34-story office tower straddling Park Avenue just north of Grand Central Terminal, with its underlying land, has been sold to the New York Bank for Savings for $26 million by Penn Central Transportation Co. trustees. Thus goes another valuable Manhattan segment of the once-mighty Vanderbilt empire.

DELIVERY of 100 new heavy-duty flatcars, each with a capacity of handling 232,000 lbs. of heavy machinery, has begun for Santa Fe Railway. Buily by Thrall Car Co., the 68-foot cars feature chain tie-down devices and cushion underframes to provide a smoother ride. The cars are designed for shipment of crawler-type tractors, road equipment, power shovels, boiler modules, refinery vessels, military equipment, and other large items.

SEVENTEEN CARS of a southbound Southern Pacific freight train were derailed at Mt. Shasta, Calif., tearing out a section of track, spilling cars onto the town's busiest street, and triggering a fire in a cargo of sulfur. This occurred recently as the train was entering a switchyard in the middle of town after the first part of the train had already safely passed the switch.

Derailed cars jackknifed onto a boulevard adjacent to a city park, smashing several mail boxes and knocking out some electric service. Firemen from Mount Shasta and the U.S. Forest Service brought the sulfur fire under control a half hour after the crash.

Clean-up crews wore face masks to protect themselves from fumes of burning sulfur. The derailment was a few miles from the site of the SP wreck on April 10th that spilled tons of detergents and industrial cleansers into the Sacramento River, killing more than 6,500 trout.

MILWAUKEE ROAD has authority from an ICC law judge to abandon more than 27 miles of its line between Heath and Grass Range, Mont., and to substitute motor for rail service between those points. The railroad owns the Milwaukee Motor Transport Co.

A HORNETS' NEST was stirred up by the Army Corps of Engineers over its plan to build a new dam on the Mississippi River near Alton, Ill., without further economic valuation of it. This massive project could ultimately cost $10 billion—a staggering sum for inflation times—according to Senator Gaylord Nelson of Wisconsin, who has introduced a Senate bill to block this wild scheme, at least until sufficient environmental studies are made. The Senate Commerce Committee considering this bill has statements from two noted university economists, Professors Joseph L. Carroll and Robert Haveman, branding the Army's plan as "irresponsible." And the Brotherhood of Locomotive Engineers has pointed out that such a dam, if built, would be disastrous to railroads.

A STRANGE conflict among the railroads—not unlike the industry's pre-1970 attitude toward passenger business—has cropped up about the value of rail piggyback business. While the Association of American Railroads reports piggyback traffic up about 15% more than it was at this time last year and most railroads are busy promoting the traffic, Norfolk & Western is cutting

back on the number of its piggyback terminals.

N&W President John Fishwick, according to the *Journal of Commerce,* calls piggyback troublesome. "I do not think we are making any money on our piggyback," he says. Reginald Short, head of N&W's piggyback department, reported his road has reduced its piggyback terminals from 69 in 1968 to 34 this year and is planning further cuts. ConRail also is trying to reduce its piggyback terminals. Competition from trucks and imbalanced movements, which result in nonproductive empty miles, are the main problems facing piggyback.

SANTA FE MAGAZINE did something unique by devoting its entire May '76 issue, 36 pages of color-shots and text matter, to one subject—Barstow Yard, the new ATSF facilities at Barstow, Calif.

"To the best of our knowledge," writes John S. Reed, chairman, chief executive officer, and president of both Santa Fe Industries, Inc., and the Railway, "this is a *first* in the railroad industry. Prior to this, the complicated engineering and design work on computerized yards were normally done either entirely or in part by outside specialists." Here, however, Santa Fe personnel did the job, every phase of it. Mr. Reed is confident that the new yard "will improve service between California and virtually every other point on the Santa Fe, as well as service to connecting railroads serving other parts of the country."

CONRAIL has launched a $520 million program to upgrade and maintain its far-flung right-of-way over a period of nine months. The work, which began April 1, is being done by a much augmented force of gandy dancers. By the end of this year, rail-laying gangs will have renewed 727 miles of welded rail throughout the system. About 452 miles of this will be new rail installed, while 275 miles of it will be re-usable rail (taken from the areas where the new rail was installed). Present priorities call for devoting 70 percent of the maintenance-of-way funds to lines which carry piggyback traffic and/or 20 million or more gross tons a year.

BOSTON & MAINE has agreed to sell a three-mile stretch of its abandoned bed in Troy, N.Y., to the city for a bicycle path, the price being $31,192 for 55.7 acres of land. The sale must be approved by a Federal court handling business for the financially-troubled railroad.

TWO DERAILMENTS of Auto-Train's automobile-carrying cars this year were due to cracked wheels and an inspection process initiated by Auto-Train was "inadequate" to detect the type of crack involved, according to the National Transportation Safety Board. In a letter to Eugene K. Field, Auto-Train chairman and president. The board wrote:

"It appears that the crack in the Possum Point,Va., accident (on March 7) could have been found by a specialized inspection and it is possible that the crack in the Jarratt, Va., accident (on May 5) also could have been found."

The board asked Auto-Train to inspect immediately all wheels of its auto-carrying cars according to strict procedures approved by the Federal Railroad Administration. It also asked the company to correct any condition that might contribute to excessive heating of the wheels. The board has determined that excessive heating from the train's braking system may have caused the Possum Point derailment. (For this news item we thank Dave Nelson, The Research Group, Inc., 3174 Bolgos, Ann Arbor, Mich. 48105.)

Lonesome Whistles

ALL THROUGH the strip of country that runs from Maryland, south and west to Oklahoma, which is the land of fiddlers, guitar players, banjo pickers, and harp blowers, you can hear them making lonesome whistle tunes on their instruments.

A fiddler will pull his bow in a long, minor moan across his top string and then start jerking it in quick, raspy strokes until you can close your eyes and hear a heavy freight train running down a steep grade. A harmonica player will blow out the high notes of a fast passenger engine, while the guitar player will make a rhythm on his bass strings like a train crossing a trestle. Together they'll play in the rhythm of car wheels clicking over sleepers; as counter-rhythm, they'll whip out the rattling bounce of a caboose as it shakes and jounces along a rough roadbed. Then they'll throw back their heads and holler:

Lord, I hate to hear that lonesome whistle blow,
Lord, I hate to hear that lonesome whistle blow.
It blows so lonesome and it blows so low,
It blows like it never blowed before.

These folk musicians and the people they're playing for listen to railroad whistles the way fisherfolk listen to bellbuoys and foghorns. Out in the country they tell time by the whistles of the trains that fly past their field. The railroad whistles bring them good news and bad news. The whistles talk to them about the places they have never been, the women they've never seen, fine clothes they've never worn.

Bicentennial

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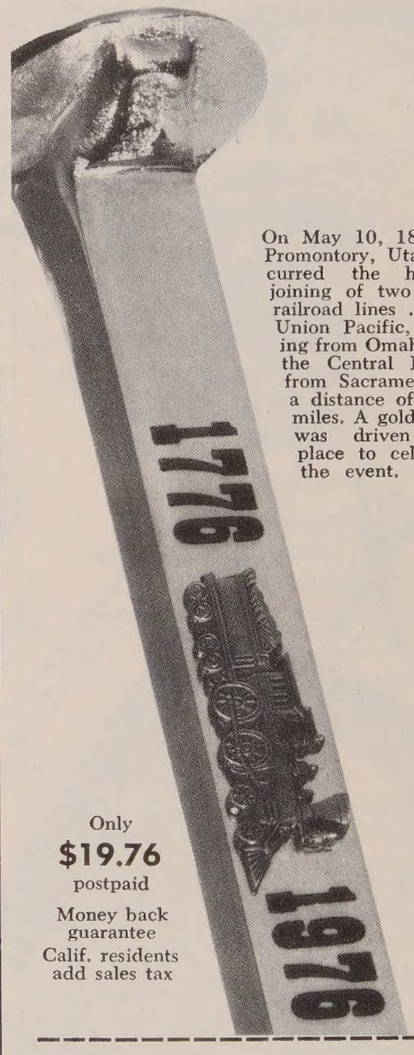

On May 10, 1869 at Promontory, Utah occurred the historic joining of two great railroad lines . . the Union Pacific, starting from Omaha and the Central Pacific from Sacramento — a distance of 1776 miles. A gold spike was driven into place to celebrate the event.

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Lord, I'm goin' where the water tastes like wine,
'Cause the water round here tastes like turpentine.

The whistles talk to them about the folks who have gone down that long, lonesome road and won't be back again.

Every time a freight train makes up in the yard,
Some po' woman got an achin' heart.

The whistles talk to them about the great big raw country they live in. The whistles remind them that every man is a traveler on a lonesome road.

I'm goin' lay my head on that lonesome railroad line,
Let the 219 ease my troubled mind.

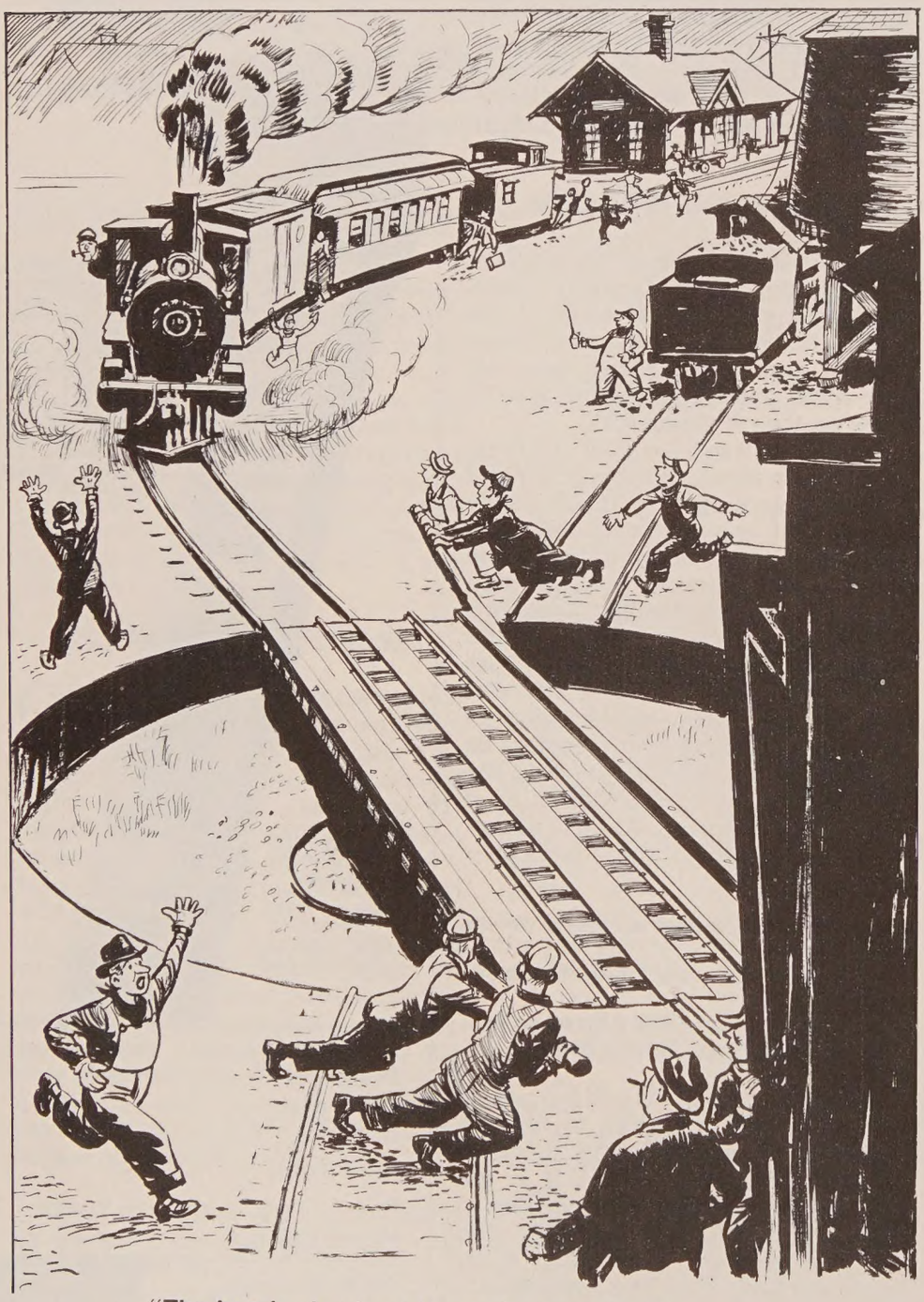
Mostly the whistles talk to them about freedom. Before the railroads knit the whole country in their shining web of steel, these folks were pinned down and forced to inch along across the big sea of the land in wagons. When the railroad whistles began to blow, these people found they could almost fly across their country any time they paid their fair or caught a free ride on a freight.

Listen to the jingle, the jumble and the roar,
As she glides along the woodland, through the hills, and by the shore.
Hear the mighty rush of the engine and the merry hobo's squawl,
As he rides the rods and brake-beams of the Wabash Cannonball.

Restless by instinct, travelers by tradition, they began to move around more and more, taking in the new towns, new jobs, and new sweethearts. Then, sometimes, when they were off somewhere in a new town, broke and hungry and out of a job, they'd hear that railroad whistle blow and then it meant "home" and all they'd left behind.

If that wheeler runs me right,
I'll be home tomorrow night,
'Cause I'm nine hundred miles from my home,
And I hate to hear that lonesome whistle blow.

The foregoing comes from *Folk-Song: U.S.A.,* edited by Alan Lomax, (Duell, Sloan & Pierce; copyright 1947 by John A. and Alan Lomax).



"The hog law's about to catch Uncle Ben!"

Drawn by Joseph Easley

Canada Heard From

LEGISLATION to place a four-year ban on work stoppage on the provincially-owned British Columbia Railway has been introduced by the B.C. Government. Under its provisions, any BCR labor dispute that cannot be settled by negotiations within 90 days will be submitted automatically to binding arbitration, in addition to which a special commission would be set up to study the railway's labor relations. The BCR is regarded as "an essential service at this particular time."

EXACTLY four months from the time it was knocked out of service by a runaway barge, the Canadian National's bridge at New Westminster, B.C., was opened to traffic in late April. Due to a well-co-ordinated engineering effort, repairs were completed a full month ahead of schedule. The main task involved building a new 380-foot, 1,200-ton steel span to replace the one knocked into the Fraser River. When ready, the replacement was loaded on scows, floated into position on the river at higher tide, then lowered into position and secured during ebb tide.

A RIGID RAIL that he claims offers several improvements for railroads and rapid transit lines has been invented by John Halpenny, 1023-201 Bell St., Ottawa, K1R 7R2. It consists of a conventional rail encased in a pre-cast, prestressed concrete beam and laid on flexible rubber pads. The rail is stiff enough to give far better distribution to wheel load and greatly reduces vibration and noise. It will also reduce railbed settling in poor soil and make it easier to install and maintain a straight, level track. The invention is covered by patent applications now pending in the U.S. and Canadian patent offices.

MOST locomotive engineers are familiar with the problems of hoodlums and vandals who damage passing trains with rocks, bottles, or other mis-

siles, reports *The Locomotive Engineer.* But few have had the experience of crewmen on the Northern Alberta Railway's No. 31, a "hot run" freight from Edmonton to McLennan, Alta., which some have dubbed the "Terror Train."

Incidents in the past have involved the tossing of bottles, rocks, and bricks from adjacent Highway 2A, the shooting out of the locomotive headlight, and, one night last year, a fusillade of bullets that shattered the locomotive cab windows and narrowly missed engineer Robert Penner. Two men were later convicted of vandalism.

In an effort to prevent future incidents, BLE representatives of the Brotherhood of Locomotive Engineers have discussed with the Royal Canadian Mounted Police special emegency steps for reporting them. There have been discussions with the company on the installation of bulletproof glass and the RCMP has promised closer liaison between train crews and northern RCMP detachments. If the detachments cannot be contacted directly from the train, the message will be relayed to the dispatcher and from there to the police headquarters in Edmonton. Improved radio equipment is being provided for this purpose.

Canadian Pacific Switchbacks

WHO CAN TELL me of any switchbacks used in railroads today? I can remember such means of ascending steep grades on a Canadian Pacific branch line from Trail to Rossland, B.C., about 20 miles up over Red Mountain. On wintry days in 1927 I fired a passenger train both ways between Rossland and Nelson. This was a soft touch for the train crew, as we had only two coaches plus a baggage-express car.

On one return trip a side-rod on our hand-fired coalburning engine came loose from its crank-pin, causing so much damage that we couldn't proceed. A yard goat was sent from Trail to assist us and we had orders to use her for the rest of the way to Rossland. Now, on that day, of all days, we had the super riding his private car on our tail end. He instructed our conductor to leave at once, as soon as we switched engines. I had checked the fire on the switch engine; it was in bad shape with ashes and clinkers. I hollered down from the cab to tell the conductor that I'd have to shake down the fire before we left.

"No time to do that," he yelled back. "Do the best you can with it. Right now the super is jumping up and down to get us going."

Well, much as I wanted to clean that fire, I smiled at the thought of the super "jumping up and down." He was a short, stocky man; I couldn't imagine him being that energetic. But we couldn't ignore his orders, so we were soon on our way toward the steep grade of Red Mountain. I did what I could do to keep up the steam pressure, but it was a losing battle. There were just too many clinkers and ashes in the firebox, because the goat had been switching all day.

My hogger kept his Johnson bar as close to the center as he could until we started up the steep grade toward the first switchback. Then he had to drop it down as we lost speed. Around six o'clock it was pitch dark on that mountain. Our headlight showed a fresh snowfall on the ground and we had to use the sanders on the slippery rails. Although I was busy pulling clinkers out of the fire and trying to inject some life into it, our steam pressure kept falling. Our speed was down to about ten miles per hour and we had only just started the long climb when the hogger suddenly closed the throttle and made a reduction of the train-line air.

"We've just got to clean that damned fire," he said. So we really went to work on it, hauling out huge clinkers and heaving them through the gangway into the snow. I caught a glimpse of the super standing back, watching our actions. He held his watch in his hand, evidently calculating when we'd finally arrive at Rossland. But he knew we'd never make the steep grade ahead without first rebuilding the yard goat's fire, so he kept silent as the hogger and I labored over it.

After we had shaken the grates, we spent another 15 or 20 minutes getting up a full head of steam and filling the boiler with water. I can well recall the delay on the Rossland passenger train that night and how we finally reached Rossland four hours late! But no blame was attached to us—we'd had the super right there witnessing what caused the delay. Altogether, we had put in a 15-hour day!

A railfan once asked me if I had ever been scared during trips in the cabs of steam locomotives on the CPR's Mountain Division, and of course I said no. Thrilled? Yes, but never frightened. I'll not forget my feelings as we blasted our way up and down steep grades or merely highballed on level track. I always had confidence in those powerful engines and in the superb rails and roadbed. Steam locos such as the class 5800 Santa Fe types and the 5900 Selkirks, that I rode, held to the track perfectly, even on sharp curves.

Sometimes we'd build up quite a bit of speed on a downgrade with full-tonnage drags, but it was comforting to know those wheel flanges could be relied on to keep you on the track. It never occurred to me to be scared. I enjoyed those night runs. The steady whine of

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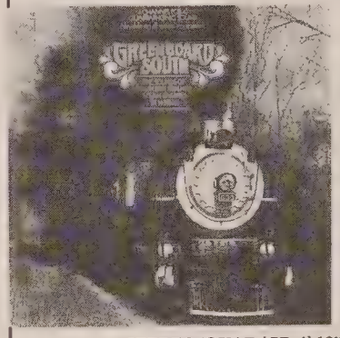

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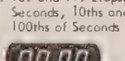

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the dynamo up on the boiler dome was sweet music, and the headlight beam swinging around curves thrilled me.

While we were running, the only light in the cab was the dim illumination of the steam gage, the water gage, and the lubricator. This created a cozy atmosphere. Oilburning locos were somewhat noisy, due to the blow-back from combustion of oil and air in the firebox. But hand-fired coalburners were relatively quiet, and with the firebox door open, throwing a glare, an engine cab was cheerful. I used to feel sorry for the poor train crew riding long distances in a caboose.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 18N.

ANSWERING a reader's request, *Interesting Railfan* Ramona K. McGuire, 2235 Tehama No. 7, Redding, Calif. 96001, sends us *The Freight Wreck at Altoona,* author unknown:

She just left the point at Kapaning,
The freight number 1262,
And on down the mountain she traveled
And brave were the men in her crew.
The engineer pulled at the whistle,
For the brakes would not work when applied,
And the brakeman climbed out on the car top
For he knew what that whistle had cried.
Then with all of the strength that God gave him
He tightened the brakes, with a prayer;
But the train kept right on down the mountain
And her whistle was piercing the air.
She was going at sixty an hour,
Gaining speed every foot of the way,
And then with a crash it was over,
And there on the tracks the train lay.

It is not the amount of the damage
Or the value of what it all cost;
It's the sad tale that came from the cabin,
Where the lives of two brave men were lost.
They were found at their post in the wreckage.
They died when the engine had fell.
The engineer still held the whistle
And the fireman still clung to the bell.

This story is told of a freight train
Thought it may be a warning to all,
You must be prepared every moment.
For you never can tell when He'll call.

Whoever wrote this doggerel must have meant that the engineer and fireman were clinging to the whistle and bell cords, not to the whistle and bell themselves.

COLOR-SHOT on page 65 shows former Canadian Pacific 4-6-4 No. 2860, now owned by B.C. provincial government and used in its British Columbia Railway, with B.C. coat-of-arms mounted on the front. Photograph was made by Hal Kinsey, 814 Williams Street, New Westminster, B.C., Canada.

Overseas Railroading

ENGLAND has several radio programs devoted to railways. I know at least two such local stations of BBC Radio London. Our local Radio Birmingham runs a monthly show called "Steam Scene," sponsored by the Birmingham Railway Museum.—P. Grand, "Annaghdown," 17 Everest Rd., Warwichshire, CV22 6EX, England.

RIBBLEHEAD VIADUCT on the Seattle-Carlisle Railway in northwestern England has arches that reach 165 feet from the ground. A tale (probably apocryphal) says that an oldtime railway official, complete with top hat, was walking along the viaduct when a playful wind frisked off his hat, and carried it under the viaduct and up the other side, replacing it neatly in position!

The line is celebrating its centenary: 72 miles long, a railway "that could not be built" but was. It has cuttings 100 feet deep, viaducts 100 feet high, and tunnels for over a mile through many kinds of rock. At one point, pressure caused the land between embankment and river to blow up, driving grown trees 150 feet and turning the river into the next village. Some passengers feel apprehension when the train enters the black portal of Blea Moor tunnel (over 3 miles). Possibly the fear of tunnels experienced by early travelers still persists.—Joseph Fox (one of our *Interesting Railfans,* 4 Heathfield, Holden Ave., North Finchley, London N. 12 SHY, England.

COMPUTER PROGRAM exports to five leading overseas railway undertakings have earned over £ 75,000 for British Rail. These programs were developed by British Rail's Research and Development Division at the Railway Technical Centre, Derby, for use at home and have also been sold to railways in U.S.A., Germany, Holland, Liberia, and South Africa. Known as GATTS (General Area Time-based Train Simulator), the computer-based model simulates railway operation. The model enables evaluations to be made of the effects of different train service plans (timetables) on present and proposed track and signal layouts at major railway complexes.

AN AUSTRALIAN company has developed a time-saving machine to remove or insert railway ties in one movement. Ties are handled by a telescopic arm working with dual hydraulic arms. The arms give up to 9.8 feet of lateral movement while the hydraulic circuit allows equal speed of operation in the in and out directions. This machine is manufactured by George Moss Pty. Ltd., of Perth, Western Australia.

From Whale-Oil to Electricity:

THE STORY OF LANTERNS

by William F. Knapke

A FIELD of light grew brighter and brighter until it silhouetted the outline of a rugged hill. Around the curve at the base swung the source of the illumination, the headlight of the night local freight. It painted the farthest house in our block with silver, continuing down the line toward us.

As our engine paused at the yard switch to head in, the headlight beam shone directly on us. A pinpoint of light came out of the darkness, jogging to the switch. The green signal light changed to red and the pinpoint swung swiftly up and down. Our engine snorted, then barked furiously as she got her train into motion. The headlight rays went back about the business of lighting the track before it.

My friend Bob quoted from the Bible: "They shall teach with tongues of fire and greatly shall knowledge increase."

"Maybe," I said. "But take those electric lanterns the boys are using over there." I pointed to the little railroad yard in front of us. "For my part, they are a pain in the rear end. Their field of light is too limited. A conductor checking his train has the light shining right in his eyes unless he sticks a piece of cardboard in the base as a shield. Besides, they're heavy and you have to shut 'em off when not in use to save battery."

Meanwhile, our conductor and hind man had been walking toward the engine. The head man's light showed beside the train; he was evidently waiting for instructions on what move to make.

The skipper's lamp gave four little flickers, then was raised and held momentarily above his head. Swiftly the head brakeman repeated the signs and hustled back four car-lengths. We heard the pop of a parted airhose, the clatter of uncoupling. Then the lamp was swung up and down and the engine leaped ahead. Again the skipper's lamp gave two little upward flicks, raised high, and a swift pinwheel followed.

"Going to kick those cars with the air in 'em," I told Bob.

After disappearing between the cars for an instant, the headman came out and gave a hard kick sign. The engine bellowed and flung the two cars into one of the yard tracks. Another swing and the pig halted, but the two cars sped toward the skipper. As they passed him he ran in behind them.

A sharp, short blast of air and the wheels threw off sparks as the brakes clamped with a relentless grip. The local made a few more moves, then coupled the train together and waited. Presently a string of varnish stormed past and the local pulled out and left us.

MY FRIEND BOB is a railfan who never worked for a railroad, yet is avid for every detail he can learn about it. Me? I've put in the greater part of my life in railroad service. I still love to spout off about railroads any time anyone shows an interest, and sometimes when they don't. Bob asked a couple of questions about lanterns and signals.

At length I said: "All right, you want a lecture on lanterns; by God, you're going to get an earful."

Bob nodded, and relaxed.

Nobody knows just when the first railroad lanterns appeared, but the first of them undoubtedly burned whale oil. The earliest American rail lines were built along the Atlantic seaboard and whale oil was universally used there for illumination. Even cities adopted it for street lighting.

Cincinnati, far inland, once used whale oil for street lamps. Naturally it was expensive. Probably due to the cost, in conjunction with the fact that Cincinnati was then the largest pork packing town in the country that led to the use of lard oil in railroad lanterns about the time I began railroading. That stuff was nothing more or less than the leavings from the lard-rendering kettles.

I know from personal experience that the stuff would stay liquid until a degree or two below freezing. To overcome its solidifying qualities, a copper wire, shaped much like a hairpin, was run through the lan-

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tern burner. The closed end of this hairpin was in oil while the open ends were bent toward each other in such a fashion that the flame heated the wires and they conveyed enough heat into the fount to prevent the oil from congealing, except in extremely frigid weather.

One night I was called to switch in the old Dyke yard. It was colder'n a pawnbroker's heart and getting colder by the minute. Pretty soon I saw a car whacker coming along the lead with a bucket of oily waste. He dropped a good-sized gob of it at intervals just off the towpath. I wondered what it was for.

Then the switch foreman said: "Billy, let's get some coal off these cars and start us some fires along the lead, so we can thaw out our toes and lamps when we have to."

We all got busy piling coal around the gobs of greasy waste and lighting 'em. And I soon found out about thawing the lamps. My lantern flame would get smaller and weaker, threatening to expire with each move I made. Finally, out she'd go.

Then I'd run to the nearest fire and set the lantern right on top of the coals. In a minute or two the oil was almost boiling. That, plus the copper hairpin, would keep the lamp going for another hour or so. Twelve hours was a shift then. Needless to say I was damned glad when that one was over.

The earlier types of lanterns were poorly drafted. A swift movement such as occurs in giving a fast, hard signal, would set up a current of air that extinguished the flame. One exception to this was the lanterns used by the old Kansas City, Fort Scott & Memphis. This lamp was of an unusually light construction and had a copper top. It was popular with the boomers and was universally known as the "Fort Scott copper top."

In common with many another boomer, when I left that pike one of these lamps was hanging on my grip. I carried and used it for a long time, but finally some guy "borrowed" it when I wasn't looking.

Probably the most famous lantern of all time was the one used by Kate Shelley on the night of July 6th, 1881 when at age 15 she used it to light her way across a storm-wrecked bridge to save a passenger train from destruction. The lantern can be seen in the Iowa Department of History and Archives Building in Des Moines, Iowa.

BEFORE "Hours of Service" law came into being, there was nothing uncommon in an engineer, fatigued by 40 or 50 hours of continuous duty, falling asleep at the throttle and failing to act when some flagman swung his lantern across the track with a stop signal.

I wonder how many flagmen—as some engine came storming past, ignoring his earnest, go-to-hell washout stop signs—stepped back from the rails and as the front of the engine cab came almost even with him, heaved his red light smack into the window of that cab?

The startled hogger, aroused by the shower of window glass and sudden rush of cold air, came out of it in a hurry and usually, though not always, in time to keep his pilot from disarranging the housekeeping in the crummy ahead.

A trainman's lamp was not only necessary in his work, but often became a weapon of defense or offense as the occasion required. A railroad lantern with its heavy wire frame and globe was a wicked club when swung at arm's length and with intent to damage.

The trainman's or switchman's lantern was not only a tool of his trade, but in many cases being a thing of value in other respects. In the days of lard and signal oil lamps, switch crews had regularly assigned duties in their yards and if work was a little light or they were smooth enough to get it done quicker than the ringmaster figured, the crew would go on the "spot."

One of my best friends was Harry K. McClintock, a boomer switchman, brakeman, and minstrel known as "Haywire Mac."

Haywire Mac told me: "It was usually my luck as a newcomer to draw the coldest corner—the one further from the stove. However, all boomers knew the trick of setting two or three lighted lanterns under the bench for warmth and if you could dig up an old slicker to pull over your prone carcass, a comfortable snooze was assured. The nickel-plated electric lantern of today may be the finest hand lamp ever devised, but it won't keep you warm in a drafty switch shanty."

LANTERNS were not only of practical use but sometimes were the base on which jokes were built. On a certain piece of track used jointly by two railroads, a rear-end collision occurred; a suit was filed as to responsibility for the damage. The engineer of the train that ran into the rear of the other road's train testified that he had not been flagged.

The flagman of the struck train (a Negro) swore he was back the proper distance and had swung his lanterns vigorously to stop the oncoming engine.

The black flagman seemed so sincere and honest in his testimony that the jury believed him in preference to the engineer and awarded the suit to the struck train's road. After the trial, one of the winning road's attorneys complimented the flagman of his clear-cut testimony.

"Well, boss," said the flagman, "All I did was jest to stick right to the truth. But I was sure skeered dat gentleman was goin' ask me, was dem lamps lit?"

The signal oil we burned in those days was peculiar in some respects. If a lamp was properly taken care of, that oil couldn't be beat, but if a wick was submerged in it for too lengthy a period it would lose a large part of its capillary action and would not keep the flame supplied. Also the oil would thicken with age, change color, and you could see thick white specks of some matter floating in it.

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On the larger railroads, the oil didn't have a chance to deteriorate. But on some smaller pikes that tried to save by buying in quantities it didn't do so well. We always spoke of it as "Galena signal oil."

My own system for caring for my lamp was to dump all the old oil from the fount once a week, put in a new wick once a month, blow the top of the lantern clean with compressed air frequently, and always scrape off the crust of carbon that forms on the sides of the burner next to the wick.

BACK in those days most railroad lanterns were made with "swing handles." By that I mean the handles were so fastened that they would drop down just as the handle on a pail does. That was all right for trainmen, but yardmen didn't like them. A stiff pail was much easier to give signals with and was far easier on their hands.

So switchmen would unfasten the bail from its regular "eye," pass the ends down through the wires of the frame and securely fasten them to the upright ribs. This made the handle much shorter and rigid. Then they'd wrap the wire handle with many layers of friction tape, or slip a piece of rubber hose on it to provide a better grip. A lamp doesn't weigh such a scandalous amount, but lug it around all night and it'll weigh plenty come morning.

Some guy, I was told, who was or had been a switchman, brought out a lamp with a stiff, thick rat-tan handle. This answer to a switchman's dream was called the "Tom Moore lantern" and was, I believe, named after its inventor and manufacturer. At one time there were a lot of Tom Moores in use. Down through the years there have been many, many manufacturers of railroad lanterns, but I think the Adlake and Dietz-made glims greaty outnumber all the rest.

It did not make much difference when kerosene supplanted oil. True, the first kerosene lamps were not satisfactory, mainly because they were not drafted right. After a little experimentation they became fairly dependable, though I never had one that I could give as swift signals without the flame going out as I could with the signal oil lamps.

When the Southern Pacific decided to test kerosene lanterns, ten conductors were each given one and requested to use it thirty days and then report on its performance and how they liked it. (This was on the Los Angeles Division. I presume other divisions made the same test.) I was one of the 10. I tried to give an unbiased opinion, but that baby could outsmoke a furnace and you couldn't give it a good jiggle without putting the light out. So my vote was no. But the kerosene lamp was adopted soon afterward.

After a while some gent invented the electric hand lantern. I thought it was the grandest thing I'd ever seen and I bought one of them. Six bucks, if I remember correctly. Battery 65 cents extra, and supposed to burn brightly for sixteen hours continuously.

Oh yeah? After two or three hours the light began to dim like a drunk's dream. It didn't take me long to get fed up with buying a battery every few days. Besides, I found that the field of light from that bulb was too limited. You couldn't move around nearly as fast as with the old kerosene lamp. So my electric bug was hung away. Of course, the present-day battery is much longer lived than the first ones introduced. Also, the railroads now issue them gratis.

THE OFFICIAL lantern signals as given in the Book of Rules are extremely limited. "Apply air brakes," "Release air brakes,"—when testing brakes on a standing train. A lantern moved up and down means go ahead; swung pendulum fashion across the line of vision means stop; swung in a medium-size circle, back up.

A signal that is no longer necessary but is still carried in code: lantern swung in a circle at arm's length indicates broke-in-two. Back in the days of non-airbrake trains, when the pig jockey looked back and saw that signal it was a case of full steam ahead and damn the torpedoes. Yeah, he left there as rapidly as possible, earnestly seeking the lofty brow of some hill where the hind end couldn't overtake and ram the bejazus out of him. There he'd wait long enough to be sure that the rear end had been stopped, then he'd cautiously crawl back to where it stood.

When shoving to a coupling with quite a few cars, the brakeman will, in many cases, give the hogger the distance to the coupling by throwing him car-length signs. Three sweeps overhead (reverse of stop) means "three car-lengths to coupling," etc. The well-known highball is, of course, merely a go-ahead signal swung at full arm's length. ●

Number Nine in our popular series of *Colorado Rail Annuals* features four different articles on Colorado rail history. First is a nostalgic (and lighthearted) study of the unique Galloping Goose motor trains that once plied the rails of the legendary Rio Grande Southern narrow gauge. Next is a thorough account of *The Prospector,* premier diesel streamliner of the modern Rio Grande. Third is a biographical photo-tribute to the famed photographer Fred Jukes; and finally, an account of the launching of the Cumbres & Toltec Scenic Railroad. 126 pages 8½x11, profusely illustrated, thoroughly researched.
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Colorado Railroad Museum
DEPT. R, BOX 10, GOLDEN COLO. 80401

Be careful with fire:
There are babes
in the woods.

Interesting Railfan Number 165

FRANK KYPER

by Freeman Hubbard

Frank and secretary Carol Janusas.

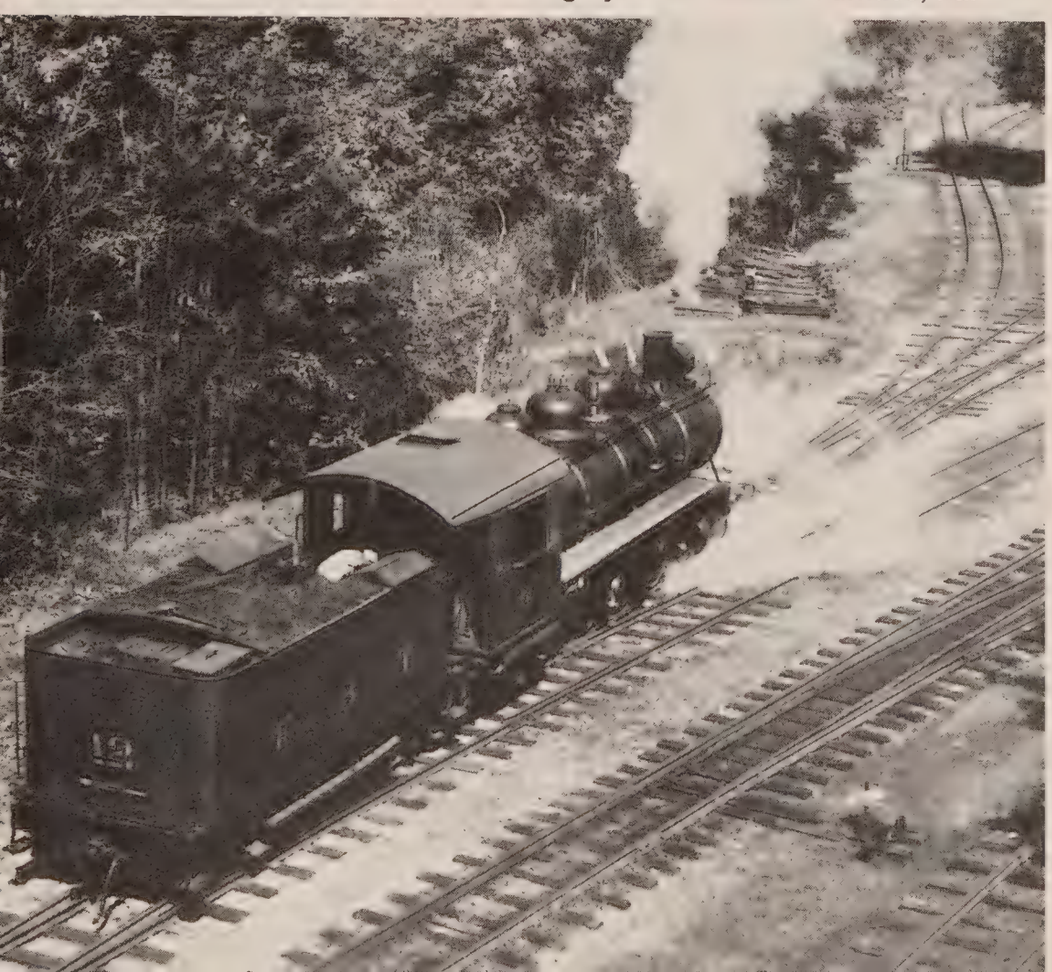
Photograph by Paul Fournier

BECAUSE the Rev. Ralph E. Kyper, a Unitarian minister, was born less than a block from the East Broad Top's enginehouse at Mount Union, Pa., his son Frank eventually became a railfan. Well, something like that.

Frank himself never lived in Pennsylvania. During the late 1940s and early '50s as a young boy he looked forward each summer to visiting his father's birthplace and riding and photographing the EBT over its entire length between Mount Union and Woodvale. The EBT in those days was the last narrow-gage common carrier east of Gil Lathrop's Rockies and widely known for its steam power. For as long as his grandmother in Mount Union lived, which was until 1975, Frank could count on free board and lodging any time he visited the shortline. He laments that "so little has been done to help the EBT realize its full potential as a slim-gage pike, like the Rio Grande's Silverton line."

Photograph by Frank Kyper

One of our hero's favorite rail operation is that of East Broad Top with its slim gage. Here we see the fireboy stooped over and peering into the firebox as EBT Mike No. 12, Baldwin 1911, backs through yard at Rockhill Furnace, Pa.



Long before our hero's birth, Ralph Kyper left Mount Union as a youth to study for the ministry, later marrying and serving a succession of churches. As a result, his small family had a sort of gypsy existence. They lived in one New England community after another, only a few years in any one place. His first church, typically white and tall-spired, was at Northborough, Mass., where Frank was born on April 16, 1940. The frequent shifting of residences exposed the boy to a variety of railroads.

"I remember the excitement of steam trains wheezing through Northborough," he says, "on the New Haven's Fitchburg branch. I remember, too, the joint Pennsy-EBT yards sprawled in the center of Mount Union. For forty years Grandpa Kyper had the now-extinct occupation of railway mail clerk on Pennsy RPOs. I often walked over to the then-bustling elevated station in Mount Union to wave at him rolling proudly behind a K-4 Pacific."

When our *Interesting Railfan* was four years old his father was called to two New Hampshire churches in the neighboring towns of Walpole and Charlestown. Walpole was on the busy (since abandoned) Cheshire branch of the Boston & Maine. The minister's wife rewarded her son for good conduct on Sundays by taking him to its dusty frame station to watch the swift passage of the 4 p.m. train—a P-3 Pacific with maroon-colored steel and wooden coaches bound for adventurous far-away places that stirred his childish imagination. Such trains appealed to all five of his senses. He saw them,

heard them, felt the breeze from their onrush, and smelled and even tasted the acrid coal smoke. No wonder he became a railroad buff.

Less than a mile from that antique depot, across a narrow foot and vehicle bridge, was the Westminster, Vt., station on the B&M's Connecticut River route. Both B&M and Central Vermont trains surged through there. Frank also recalls auto trips from Walpole to Charlestown, along which most of the asphalt and concrete highway paralleled the Cheshire branch and Connecticut River line, both with frequent train service.

"We even passed the B&M enginehouse at North Walpole," he states, "which was then filled with coalburners. In later years it served as the late F. Nelson Blount's first Steamtown. The Green Mountain Railroad now uses it."

A great railfan favorite was CN 6218 shown at South Paris, Me., Oct. 2, 1966, on the 470 Railroad Club's annual round trip Portland to Island Pond, Vt.

Both pictures on page by Frank Kyper

CHARLESTOWN had a fascination of its own. Electric trolleys of the Springfield Terminal Railway met all of the CR line's passenger trains and took their mail and riders across the swift shallow river to Springfield, Vermont. Frank often rode trains on the Cheshire branch, also, including a thrilling trip all the way into Boston, Mass., while he was still under six and didn't have to pay a fare. The B&M had steam engines galore, exceeding the number of diesels it has today.

"I even got my first glimpse of their articulated stainless-steel No. 6000 when she stormed through Walpole on *The Cheshire,*" he recalls. "One day she did stop at Walpole—right in the side of a section house when she jumped the track! Today you can see her on display at Edaville. One of my father's services in Charlestown was thrown into pandemonium when a diesel air-horn blasted harshly for the crossing behind the church at the very moment when the organist hit the first key for the closing hymn!"

In 1948 the Kypers migrated again, this time to Saco, Maine. There Frank would stand at the Main Street crossing to watch trains bisect the town en route to Portland and observe the crossing tender at work, little realizing that one day he'd have a similar job.

"This was mainline railroading," he informs me, "although the B&M's double track was no match for the four-tracked Pennsy. One day when we were driving in nearby Kennebunkport I was thrilled to discover the Seashore Trolley Museum, which then held barely a dozen cars but is now the world's oldest and largest trolley museum, with over 100 vehicles. I often visited Seashore but didn't join it until the early 1960s.

"I was delighted whenever Pappy brought home a copy of *Railroad* from a local newsstand. The schoolhouse in which I spent my fourth grade while the B&M was converting from steam to diesel was located beside that railroad. I found its sights and sounds more ennobling than my classroom studies and I liked to read about them in your magazine."

In 1954 the Kypers moved back to New Hampshire, just two months before diesels replaced the antique Moguls on the B&M's picturesque Hillsboro branch, with its covered bridges. They dwelt in Wilton, where the town clerk, Ken Dunham, was a member of the New England Division of The Railroad Enthusiasts, headquartered in Boston. Frank and his father occasionally went to the Boston meetings with Ken. There they met Howard Greene, then a spark plug in the RRE but now president of The Railway & Locomotive Historical Society and one of our *Interesting Railfans.* Howard thinks of Frank as an introvert.

"You know he is there," says the R&LHS prexy, "but he's so unobtrusive that you don't realize it."

Frank did some railfanning outside New England and Pennsylvania, once as far west as the

Cost of '65 trip on Durlach Bergbahn (water-powered funicular) at Karksruhe, W. Germany, was based on number of liters of water used.

now-defunct Chicago, Aurora & Elgin interurban. In 1958, for the first time, he went on an organized fantrip, an Enthusiasts' excursion set up by Howard Greene on the B&M to Worcester and Peterborough, and Ken was with him.

The following year our subject left home to attend Boston University. There he explored Boston's North and South stations, the B&M facilities, the New Haven, and the Boston & Albany, whose mainline cut through the middle of the university campus. The B&A's old Beacon Park yards were, in fact, right behind the "halls of ivy." There were also trolley and rapid transit lines of the former Metropolitan Transit Authority, including its then newly-opened Highland branch to Riverside.

While living in Boston, Frank took part in RRE meetings and excursions and served on the trip committee that planned excursions. In 1963 he graduated from the BU's School of Public Communication with a B.D. in Journalism. Meanwhile, he had become friendly with Roland Blodgett, the RRE trip chairman.

In 1961 his family moved again, this time to Rutland, Vermont. The pulpit chairman for the Unitarian-Universalist Church there, Alan Danver, was a former president of the Rutland Railway and greeted Frank with, "I understand you're a railroad nut." Frank grinned. He spent the summer of 1962 as a cub reporter on the *Rutland Daily Herald,* coincident with the prolonged strike that eventually put the railway out of business.

WITHOUT WAITING for the draft board, he joined the Army as a special agent in Military Intelligence, was trained at Baltimore, Md., and served in West Germany for two and a half years. There he met Dave Williams, a railfan from the area of Washington, D.C. The two fellows spent a lot of time chasing and riding rail and trolley lines, Frank visiting eight European countries. During that time he shot at least 4,500 color slides of train and trolley subjects, besides chasing a few girls also.

Back in the Boston area in 1966, he returned to newspaper work and Hub railfanning. The editor of *The Railroad Enthusiast,* RRE's semi-annual magazine, had just resigned. Thanks to his friend Blodgett, Frank was named to succeed him, and held that post for nine productive years. The magazine had usually consisted of 16 pages or less; Frank pushed it up to 24 or more. Twice a year he traveled to New York to meet with assistant editor Bob Woods and put together a new issue. While in the big city he did some railfanning in that area, usually with Bill Webber, the RRE treasurer and then president of the Railroadians of America.

Bill has had a congenial relationship with Frank Kyper for about ten years. "While he was overseas in the mid-1960s," Bill writes, "he sent a regular column to the Massachusetts Bay Division's newsletter, *Callboy,* that entertained fans with his rambling around Europe. Later, as editor of *The Railroad Enthusiast,* he made the magazine's quality at least as high as that of any other railfan journal. Regrettably, internal politics in the organization brought about his resignation from that post.

"Frank is quiet but determined. One day he and I visited the Newark Subway System in New Jersey and found shops and a terminal under the city's Penn Station. Among Frank's outstanding traits are sincerity and intense interest in whatever he does. His charisma that day led to our being permitted to tour the Newark facilities."

Again on the RRE trip committee, he kept busy planning excursions under the energetic Rolie Blodgett. Besides an annual "snow train," there were journeys over branch lines which hadn't seen a passenger movement in years and probably never would again.

"We had fun," Frank recalls, "even getting onto the once-forbidden Old Colony lines before Penn Central took over the New Haven in 1969 and shut us out. We even sponsored a special train over the Hillsboro branch, which B&M had previously decreed off limits for years."

In 1968, Frank had left the Quincy newspaper to work for a state agency in Boston. He studied the Union Freight Railroad, a New Haven subsidiary which operated on the Boston waterfront between North and South stations but only at night, and wrote a feature about it for the R&LHS *Bulletin* (since renamed *Railroad History).* Several years before that, the R&LHS had published an article of his on the East Broad Top. And in 1969 he worked for two weeks with Alan Pegler, whose bright green British 4-6-2, the *Flying Scotsman,* was being unloaded in Boston Harbor and started on her financially disastrous tour of North America.

In 1970 the Union Freight line was abandoned and Rolie Blodgett, president of the RRE and trip chairman, met death in a traffic accident. Frank succeeded him as trip chairman. In that inflation year, too, Frank was pushed off the state payroll, but the B&M hired him as a crosssing tender. Thus he became a railroad man as well as a fan.

"I thought it was a stop-gap job for a few months," he says, "but it dragged out over three years."

FRANK'S detailed account of those years would be worth reprinting here if space permitted. He published it in *The Railroad Enthusiast.* Another issue of that magazine had an exciting article of his entitled *The Night That Chelsea—and the Boston & Maine—Almost Burned Down.* It is a saga of fire-fighting. Here is a brief excerpt:

There was no time to lose. The tracks were already blocked with a clutter of fire equipment and a tangle of heavy canvas hoses. All B&M commuter trains on the Eastern Route had been stopped at 4:30. The fire had burned up to the track line just east of Third Street in Chelsea, and was moving in an easterly direction as rapidly as it could bite into new fuel—and there was plenty of it available.

The air was filled with a cracking roar, punctuated by an occasional muffled explosion as the advancing flames found some combustible chemical in one of the buildings they were devouring, and burning embers were raining down around us. With the building behind the diminutive frame—and tinder dry—Everett Avenue crossing shanty already in flames. I grabbed a red flag and approached the first white-helemted firefighter I could find. I pointed to a large pale blue canister in front of the shanty.

"That tank is full or propane! Have your men cut it loose and get it out of here right away, or there will be one hell of an explosion right here!"

Frank is blue-eyed, weighs a fairly steady 133 pounds, regardless

of what he eats, and is five and a half feet tall. He lives at 20 Hilltop Drive, Burlington, Mass. 01803. For a side-line he publishes booklets for railroaders, railfans, and the railroad industry, his trade name being Railroad Publications. As such he supplied *Railroad Magazine* with a copy of the Harry Bedwell story printed in this issue.

While he was engaging in railfan activities with Rolie's widow, Norma-Jean Blodgett, he fell in love with her and they married in June, 1971. Two years later he left the B&M for a better-paying job as writer-photographer for *New England Construction Magazine.* Then in 1975 a great sadness entered his life: his wife died of heart failure. In a desperate effort to tide over his sorrow and loneliness, he plunged more deeply into his volunteer work for the RRE and began writing a major book.

In time he became interested in another woman, Mary Montville, who was secretary of the Massachusetts Bay Division of RRE and had worked for years as a transportation analyst. Mary is diminutive, pert, and hazel-eyed.

"I was very fond of his first wife," she tells me. "I knew he was terribly stunned by her death, and when he first telephoned me, several months afterward, it took 20 minutes for me to realize it wasn't a business call. He was running trips then and he asked, 'Would you like to go to Edaville'—a long pause—'with me?' I felt sorry for him and all he'd gone through and I thought that if I accepted that invitation it would help him over the hump and maybe he'd find another girl and eventually remarry.

"So we went to Edaville, had a chicken barbecue, then to his house. While I was looking at some photographs, he made a proposal of marriage. For the first time in my life I was speechless. I just couldn't believe my ears. I had previously thought I couldn't stand Frank. Being with him a few hours at Edaville had changed my opinion. But I did say we didn't even know each other and he was being very hasty. During the ensuing weeks he kept repeating his offer, and I finally said yes. You should have seen the joy on his face."

Mary and Frank after the "I do's" prepare to cut wedding cake Oct. 12, 1974.

THEY MARRIED on October 12, 1974, and honeymooned in Switzerland, where Frank revisited the narrow-gage, electrified, mountain railways he had ridden ten years before. Then they settled down at 20 Hilltop Drive, Burlington, Mass. 01803.

"What kind of husband is he?" I inquired.

Mary smiled. "We both took chances, like everyone else, and it has worked out beautifully. But if it hadn't been for my friendship with his first wife I'd never have given him the time of day."

"What's he like?" I persisted. "Neat and tidy? Help around the house?"

"Neat?" she replied. "He's meticulous—in his personal habits, his dress, his thoughtfulness of me, and his work. Frank is the greatest helper a woman could want. He pitches right in without being asked, whether it's washing a car, drying dishes, or working on a project of mine. If I ask him to do an errand before he comes home, he never forgets.

"Life with him is steady and predictable. We seldom take off on a moment's notice. We both like to plan events and get the details ironed out in advance. He often asks me to read his drafts of important letters and for my comments and suggestions. I edit and proofread his manuscripts, too. I have a solid business background and he looks to me for advice. Railroads interest me, but I'm not a fanatic. I chuckle at the people, including Frank, who take photos of the same engine or train in ten different locations within a two-mile section of track while on a fantrip. I love to travel but I rarely even took a vacation from my fulltime office job before Frank came along and insisted that I do."

Frank and Mary live in a red house and he drives a red car. His typewriter's red, too. Some days he dresses in a red shirt, red tie, red slacks, red jacket, and red sox. One day Mary bought a plaque with a red devil on it and the inscription, "Last of the Red Hot Lovers." It's now hanging on the bulletin board at the office.

"Frank's extremely warm and af-

fectionate," she tells me, "but who besides me would ever believe it? To know him is to love him. It's a shame how few people realize what a really great fellow he is."

That's the way I like to hear a woman talk about her husband. I think that if I were to query her again a decade from now, the dew would still be on the roses. Meanwhile, last year Frank threw up the editorship of *The Railroad Enthusiast,* and for a good reason. He was disgruntled by the lack of appreciation for his years of work-contribution to RRE. As Howard Greene puts it: "Frank wrote me several months ago that he was pretty much fed up with the RRE (they didn't promote him, or something), and he was staying at home and licking his wounds."

BACK in 1971 he had written and edited a souvenir booklet for his old idol, the East Broad Top, and he has since continued to revisit that road in south-central Pennsylvania. The major book he is writing will be a hard-cover volume on the EBT, with Dr. Lee Rainey of the University of Alabama as co-author. Frank also has several other books schemed and partly written. A completed bookscript of his, tentatively entitled *Railroadin' in and Around Boston,* is awaiting possible publication.

He has just finished editing and publishing a souvenir booklet for the Conway Scenic, a steam tourist shortline in the White Mountains of New Hampshire. The president and general manager of this road, Dwight A. Smith, is a former B&M freight sales manager and one of our *Interesting Railfans.* The CS operates each season until late October. A full-page color-shot of it adorned our July '76 issue, page 65, but unfortunately was miscaptioned.

Dwight tells me: "Frank ranks high in ability to communicate via the written word, whether it be a personal letter, a magazine article, or a trip brochure. His writings bring alive and into focus various aspects of rail history. As a personal note, he came in on the inception of the Conway Scenic. He was at my side during the layover of an Enthusiasts' snow-train at North Conway in February '68, when the inspiration hit me to set up a railroad in that mountainous area, utilizing the rail facilities already there."

Frank's bread-and-butter job is editor of the *New England Truck World,* an industrial journal, of which Carol Janusas is secretary.

She writes: "Although Frank works in a 'hard hat' office, you'd never know it when he rushes out to construction sites wearing his red and white Amtrak conductor's cap. That's one way to attract attention. I have never been on a train in my life, but Frank insists it's the only way to travel and keeps reminding me to ride a train. He's always collecting material for the railroad museum in his home. Bundles arrive here in the office for him. He must be bringing home a train piece by piece.

"He's quite speedy on his antique typewriter and does most of his serious thinking with his feet up on his desk. His favorite foods include smelly Italian submarine sandwiches loaded with onions. The whole office can tell when Frank has his 'onion sub.' And when coffee break comes and he brings in the baked goods we always know what's in the box before we open it—razberry squares. One more news item: he's going to be a new father soon. I'm sure his child will be as fond of trains as he is."

The museum that Carol refers to is described by Frank as "a modest collection of railroadiana, most of which was collected before antique dealers and others began going after the stuff in a big way and driving the prices through the roof. I have some lanterns, including many from roads which later became part of the Boston & Maine; also uniform caps and badges and a few early model trains, and I brought some rail artifacts back from Europe.

"I also have a fairly substantial library crammed into my den, which necessitated reinforcing the floor about two years ago, and am proud of my bound volumes of *Railroad Magazine, Trains, Modern Tramway,* and *Canadian Rail.* I often use them for research, although it takes a mighty long memory to pinpoint an article published in a certain magazine decades ago." ●

Scene out of the past on rapidly-vanishing Belgian meter-gage interurban in '66 was car of *Societe Nationale des Chemins de Fer Vicinaux* at Nalinnes Centre.

Photograph by Frank Kyper

BOXCAR PARADE

by BRIAN MOORE

I CAN remember
When I was a boy
Lying on a grass-carpeted hillside,
In the warm, lush air of early summer
Watching the heavy trains roll by—
Puffing, snorting, wheedling engines
Pulling each a caravan of romance.

I can remember
The magic mystery of names,
The sounding sonorous syllabic titles
Boldly flaunted from drab brown cars.
Down the corridor of years
I see them yet.

The Santa Fe, road of the Holy Faith,
Redolent with the smell of cordite
From the barking guns of the James Boys;
Hocking Valley, painted in white
On cars, black as the coal they carried;
Northern Pacific, Great Northern, Great Western;
What dreams of Piutes, Shoshones, Cheyennes,
Of General Custer and Wounded Knee Creek
And the Little Big Horn!

Ah, the magic mystical music
Of names unknown
But dimly remembered from other sunny days
Filled with music . . .
Reminiscent of far-off places and
The pull of the open road,
Green fields—greener because far away.

Musical, melodious, romantic names like
Monongahela, Dominion Atlantic, and Lackawanna,
Piedmont & Northern, Tidewater & Southern,
Lehigh Valley and the Denver & Rio Grande,
Apalachicola Northern and the Bangor & Aroostook.
Alabama Central, Big Four, Nickel Plate,
Duluth, South Shore & Atlantic
Chesapeake & Ohio, the Grand Trunk,
The Seaboard Air Line—what a name!
Cairo & Kanawha, the Cimarron & Northwestern,
Abilene & Southern, Boston & Maine,
The Amador Central and the Blue Ridge
And the Dover & South Bound.
There they go—rattling, squealing, noisy,
Coupled together, north to south, east to west,
My train of memories and magic names.

Rattling and rumbling, they steam onward,
Down below me they clattered and grumbled,
Biting with dissonance their message
Into my consciousness,
The message of far-off places.

In later, less unhurried years
I can remember
Lying sleepless in my berth,
Impatiently slipping up the window shade
To stare restless into the flying night.

And, as the train flashes through lighted yards
I see like old friends, like old faces, on the cars:
The cross of the Santa Fe,
The mountain goat of the Great Northern
And the bold white Hocking Valley
On the black coal cars;

And I can remember a boy on a hillside
Dreaming of far-off places,
Watching, untroubled, the magic caravan below him.
Dreaming through the lush warm days of early summer. •

Part Two: All-time Roster of

Penn Central Transportation Co.

Compiled by Sy Reich

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
EF-15a	PCT 3521	PRR 9652B	1500	GM-EMD	F7B	B-B	?	?	1950	
EF-15a	PCT 3526,3528	PRR 9668B,9672B	1500	GM-EMD	F7B	B-B	?	?	1949	
EF-15a	PCT 3541,3544, 3546,3548, 3554-3556	PRR 9782B,9788B, 9790B,9794B, 9808B,9810B, 9812B	1500	GM-EMD	F7B	B-B	?	?	1951	
Ef-15a	PCT 3561,3563	PRR 9874B,9878B	1500	GM-EMD	F7B	B-B	?	?	1952	
EF-17	PCT 3800-3809	PRR 7175B-7184B	1750	GM-EMD	GP9B	B-B	61,900	247,650	1957	
EF-17	PCT 3810-3829	PRR 7185B-7204B	1750	GM-EMD	GP9B	B-B	61,900	247,650	1957	
EF-17	PCT 3830-3839	PRR 7230B-7239B	1750	GM-EMD	GP9B	B-B	61,900	247,650	1959	
EP-20	PCT 4000-4007	NYC 4000-4007	2000	GM-EMD	E7A	A1A-A1A	54,475	232,000	1945	14
EP-20	PCT 4008-4023	NYC 4008-4023	2000	GM-EMD	E7A	A1A-A1A	54,325	322,300	1947	14
EP-20	PCT 4024-4029	NYC 4024-4029	2000	GM-EMD	E7A	A1A-A1A	54,475	323,300	1948	
EP-20	PCT 4030-4035	NYC 4030-4035	2000	GM-EMD	E7A	A1A-A1A	55,000	326,500	1949	
EP-22	PCT 4035-4039	NYC 4036-4039	2250	GM-EMD	E8A	A1A-A1A	56,375	334,600	1951	14
EP-22	PCT 4040-4053	NYC 4040-4053	2250	GM-EMD	E8A	A1A-A1A	56,575	335-700	1951-2	14
EP-22	PCT 4054-4061	NYC 4054-4061	2250	GM-EMD	E8A	A1A-A1A	56,575	335,700	1952	14
EP-22	PCT 4062-4063	NYC 4062-4063	2250	GM-EMD	E8A	A1A-A1A	56,325	334,200	1953	
EP-22	PCT 4064-4076, 4078-4095	NYC 4064-4076, 4078-4095	2250	GM-EMD	E8A	A1A-A1A	56,250	333,800	1953	30
EP-20	PCT 4101	NYC 4101	2000	GM-EMD	E7B	A1A-A1A	52,250	310,000	1945	15
EP-20	PCT 4104-4105, 4107	NYC 4104-4105, 4107	2000	GM-EMD	E7B	A1A-A1A	52,250	310,000	1947	15
EP-20	PCT 4108-4109, 4111,4113	NYC 4108-4109, 4111,4113	2000	GM-EMD	E7B	A1A-A1A	52,750	313,000	1948	
EP-20	PCT 4114	PRR 5900B	2000	GM-EMD	E7B	A1A-A1A	?	?	1947	
EP-20	PCT 4115-4116, 4118-4120, 4112	PRR 5840B-5842B, 5846B,5848B, 5850B,5854B	2000	GM-EMD	E7B	A1A-A1A	?	?	1947	
EP-20	PCT 4123-4126	PRR 5856B-5862B even only	2000	GM-EMD	E7B	A1A-A1A	?	?	1948	
EFP-15	PCT 4151,4153-4159	PRR 9834B,9838B, 9840B,9842B, 9844B,9846B, 9848B,9850B	1500	GM-EMD	F7B	B-B	61,700	246,650	1952	
EP-20	PCT 4200-4201	PRR 5900-5901	2000	GM-EMD	E7A	A1A-A1A	?	?	1945	71
EP-20	PCT 4202-4203, 4205	PRR 5882A-5883A, 5881A	2000	GM-EMD	E7A	A1A-A1A	?	?	1949	
EP-20	PCT 4206,4208-4214	PRR 5846A,5848A-5854A	2000	GM-EMD	E7A	A1A-A1A	?	?	1947	67
EP-20	PCT 4216-4217, 4219-4221, 4223-4225	PRR 5856A-5857A, 5859A-5961A, 5863A-5865A	2000	GM-EMD	E7A	A1A-A1A	?	?	1948	
EP-20	PCT 4226-4235, 4327-4239	PRR 5866A-5875A, 5877A-5879A	2000	GM-EMD	E7A	A1A-A1A	?	?	1949	
EP-20	PCT 4240-4241, 4243-4245	PRR 5840A-5841A, 5843A-5845A	2000	GM-EMD	E7A	A1A-A1A	?	?	1947	
EP-22	PCT 4246-4247	PRR 5836-5837	2250	GM-EMD	E8A	A1A-A1A	?	?	1951	
EP-22	PCT 4248-4259	PRR 5788A-5799A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4260-4264	PRR 5760A-5764A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	
EP-22	PCT 4265-4270	PRR 5765A-5769A, 5805A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4271-4280	PRR 5701A-5710A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4281-4283	PRR 5804A,5802A-5803A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4284-4293	PRR 5884A-5893A	2250	GM-EMD	E8A	A1A-A1A	?	?	1950	14
EP-22	PCT 4294-4299	PRR 5894-5899	2250	GM-EMD	E8A	A1A-A1A	?	?	1951	14
EP-22	PCT 4300	PRR 5700A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4301	PRR 5801A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4302-4305	PRR 5902-5905	2250	GM-EMD	E8A	A1A-A1A	?	?	1951	14
EP-22	PCT 4306-4307	PRR 5806A-5807A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4308-4310	PRR 5808-5810	2250	GM-EMD	E8A	A1A-A1A	?	?	1951	14
EP-22	PCT 4311-4316	PRR 5711A-5716A	2250	GM-EMD	E8A	A1A-A1A	?	?	1952	14
EP-22	PCT 4317-4319	PRR 5835,5838-5839	2250	GM-EMD	E8A	A1A-A1A	?	?	1951	14
EP-22	PCT 4320-4328	PCT 4068,4070-4071,4076, 4079-4080, 4083-4085	2250	GM-EMD	E8A	A1A-A1A	56,250	333,800	1953	
EFP-15	PCT 4332-4366	PRR 9832-9866	1500	GM-EMD	FP7A	B-B	64,900	259,650	1952	
EFP-15	PCT 4367-4371	PRR 9867-9871	1500	GM-EMD	FP7A	B-B	64,900	259,650	1952	
E-44	PCT 4400-4465	PRR 4400-4465	4400	GE	—	C-C	95,900	383,650	1950-3	16
E-33	PCT 4600-4610	NH 300-310 (2nd)	3300	GE	—	C-C	99,420	397,680	1956-7	17
P-2	PCT 4622	NYC 222	4243	Alco-GE	—	2-C+C-2	74,075	406,480	1930	18,7
P-2	PCT 4623-4642	NYC 223-242	4243	Alco-GE	—	2-C+C-2	72,125	388,300	1929-1930	18,7
T-1a	PCT 4655	NYC 255	756	Alco-GE	—	B-B+B-B	63,050	252,200	1913	19

PC No. 4800 shown at Baltimore, Md., was the first GG-1 built for Pennsy by Baldwin-GE in 1934.

Norman J. Perrin, 4523 Arabia Ave., Baltimore, Md. 21214

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
T-2a	PCT 5662	NYC 262	1905	Alco-GE	—	B-B+B-B	69,975	279,100	1914	19
T-2b	PCT 4663,4666-4667,4669,4671	NYC 263,266-267,269,271	1905	GE	—	B-B+B-B	70,125	280,500	1917	19
T-3a	PCT 4673-4676,4678-4680	NYC 273-276,278-280	1908	Alco-GE	—	B-B+B-B	76,400	292,600	1926	19
S-2	PCT 4702,4705,478,4715 4718,4723-4725-4727	NYC 102,105,108,115,118,123-127,127	792	Alco-GE	—	2-D2	36,225	229,900	1906	20
S-2	PCT 4730-4733	NYC 130-133	792	Alco-GE	—	2-D-2	35,600	227,700	1906	20
B-1	PCT 4751-4752	PRR 3912-3913	570	Jun-WH	—	B	39,500	157,045	1926	21
B-1	PCT 4755-4757	PRR 5687,5690,5693	570	Alt-WH	—	B	39,500	157,045	1934-5	21
DD-1	PCT 4780-4781	PRR 3936-3937	1580	Jun-WH	—	(2-B)x(B-2)	50,000	313,000	1911	
GG-1	PCT4800	PRR 4800	4620	Bald-GE	—	2-C+C-2	65,500	275,000	1934	
GG-1	PCT 4801-4103,4806-4811	PRR 4801-4803,4806-4811	4620	GE	—	2-C+C-2	72,800	246,000	1935	
GG-1	PCT 4815,4818-4819,4821-4822,4824-4828,4832,4835-4842,4844-4845,4848-4857	PRR 4815-4818-4819,4821-4822,4824-4828,4832,4835-4842,4844-4845,4848-4857	4620	Altoona	—	2-C+C-2	72,800	460,000	1935	
GG-1	PCT 4858-4868	PRR 4858-4868	4620	Altoona	—	2-C+C-2	65,500	477,000	1937-8	
GG-1	PCT 4869-4870,4872-4887	PRR 4869-4870,4872-4887	4620	Altoona	—	2-C+C-2	65,500	468,400	1938-9	
GG-1	PCT 4889-4929,4930-4934 (1st),4935,4936-4938 (1st)	PRR 4889-4938	4620	Altoona	—	2-C+C-2	65,500	477,000	1940-3	22,2
GG-1	PCT 4930-4934 (2nd),4936-4938 (2nd),4939	PCT 4904-4905,4909,4915,4917,4921-4923,4927	4620	Altoona	—	2-C+C-2	65,500	477,000	1940-3	
E-40	PCT 4970-4977	NH 371-377,379	4000	GE	—	C-C	87,625	350,500	1955	
EP-17e	PCT 5000-5001	NH 2000-2001	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1956	24
EP-17e	PCT 5002-5029	NH 2002-2029	1750	GM-EMD	FL9	B-A1A	56,940	284,500	1957	
EP-18e	PCT 5030-5059	NH 2030-2059	1800	GM-EMD	FL9	B-A1A	56,500	279,950	1960	
FRS-16	PCT 5158	PRR 8815	1600	FM	H16-44	B-B	?	?	1952	
FRS-16s	PCT 5160-5162	NH 1600-1602	1600	FM	H16-44	B-B	64,600	258,500	1956	68
FRS-16s	PCT 5163-5164,5166-5168	NH 1603-1604,1606-1608	1600	FM	H16-44	B-B	64,600	258,500	1956	68
FRS-16s	PCT 5169-5170,5175	NH 1609-1610,1614	1600	FM	H16-44	B-B	64,500	258,500	1956	68
ARS-16	PCT 5203,5205	NYC 8203 (2nd),8205 (2nd)	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	3
ARS-15	PCT 5207	NYC 8207	1500	Alco-GE	RS-2	B-B	61,525	246,100	1949	
ARS-15	PCT 5210,5212,5215	NYC 8210,8212,8215	1500	Alco-GE	RS-2	B-B	51,200	244,800	1950	

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ARS-16	PCT 5223-5224, 5227-5228	NYC 8223-8224, 8227-8228	1600	Alco-GE	RS-3	B-B	62,125	248,500	1950	63
ARS-15	PCT 5229	NYC 8229 (2nd)	1500	Alco-GE	RS-2	B-B	51,200	244,800	1950	3,26
ARS-16	PCT 5230	NYC 8230	1600	Alco-GE	RS-3	B-B	62,125	248,500	1950	63
ARS-16	PCT 5231-5234	NYC 8231-8234	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	
ARS-16	PCT 5235	NYC 8235	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	25
ARS-16	PCT 5236-5241	NYC 8236-8241	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	63
ARS-16	PCT 5242-5243	NYC 8242-8243	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	63
ARS-16	PCT 5246,5257, 5260,5262-5263	NYC 8246,8257, 8260,8262-8263	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	3,63
ARS-16	PCT 5256,5258	PCT 5525-5526 (1st)	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	3
ARS-16	PCT 5272	NYC 8272	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	
ARS-16	PCT 5282	NYC 8282	1600	Alco-GE	RS-3	B-B	65,000	260,000	1951	
ARS-16	PCT 5287-5288, 5290,5292-5295,5297-5299	NYC 8287-8288, 8290,8292-8295,8297-8299	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	3,63
ARS-16	PCT 5301	NYC 8301 (2nd)	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	3,25
ARS-16	PCT 5302	NYC 8302	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	
ARS-16	PCT 5304-5306	NYC 8304-8306	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	3
ARS-16	PCT 5336,5339-5340,5342	NYC 8336,8339-8340,8342	1600	Alco-GE	RS-3	B-B	62,650	250,600	1952	3,63
ARS-16	PCT 5343,5345-5346,5348-5352	NYC 8343-8345-8345,8348-8352	1600	Alco-GE	RS-3	B-B	61,850	247,000	1953	3
ARS-16	PCT 5360-5364	PCT 5538,5540, 5542,5546-5547	1600	Alco-GE	RS-3	B-B	64,800	259,250	1951	3
ARS-16	PCT 5400; 5401 (1st)	PRR 8600-8601	1600	Alco	RS-3	B-B	62,100	248,250	1955	29,6
ARS-15	PCT 5401 (2nd)	LV 212 (1st)	1500	Alco-GE	RS-2	B-B	70,530	235,100	1950	3
ARS-16	PCT 5402-5403	PRR 8602-8603	1600	Alco	RS-3	B-B	62,100	248,250	1955	63
ARS-16	PCT 5405	PRR 8605	1600	Alco	RS-3	B-B	62,100	248,250	1955	
ARS-16	PCT 5411	PRR 8592	1600	Alco	RS-3	B-B	62,100	248,250	1955	
ARS-16	PCT 5414	PRR 8904	1600	Alco-GE	RS-3	B-B	?	?	1951	
ARS-16	PCT 5416	PRR 8436	1600	Alco-GE	RS-3	B-B	62,900	251,650	1953	
ARS-16	PCT 5419 (1st), 5420-5422, 5424 (1st), 5424 (2nd), 5425-5428, 5430-5433, 5436	PRR 8819-8821, 8824, PCT 5419 (1st), PRR 8825-8828, 8830-8833, 8836	1600	Alco-GE	RS-3	B-B	62,100	248,250	1951	3,27
ARS-16	PCT 5419 (2nd)	PCT 5447	1600	Alco	RS-3	B-B	?	?	1955	27
ARS-16	PCT 5437-5438	PRR 8437-8438	1600	Alco-GE	RS-3	B-B	?	?	1953	
ARS-16	PCT 5440-5442	PRR 8440-8442	1600	Alco-GE	RS-3	B-B	62,100	248,250	1953	
ARS-16	PCT 5443	PRR 8593	1600	Alco	RS-3	B-B	?	?	1955	
ARS-16	PCT 5444-5446; 5447 (1st)	PRR 8594-8597	1600	Alco	RS-3	B-B	?	?	1955	3,27

(Roster continued next month. All notes in a future issue.)

These ex-New Haven Geeps with steam whistles thrilled fans around Boston.

Robert Redden, 113 Munroe St., Lynn, Mass. 01901

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

IT'S OFFICIAL. A ConRail release, received just as we are going to press, describes its new logo as "an abstract design of concentric C's and parallel horizontal bars in white representing steel wheels on steel rails." That efficiency cannot be denied; here's hoping ConRail management will realize the potential.

A freakish tragic accident befell the new ConRail system in Ohio, resulting in an engineman's death and heavy repairs to two locomotives. A northbound freight just out of Sharonville in the wee hours of a morning in late May was struggling up Maud Hill behind GP-38-2 No. 8134 and U-23B No. 2719, with engineer Jim Findlay at the throttle. A southbound work train, its gondolas loaded with track panels (40-foot sections of pre-spiked rails and ties, like HO gage "snap-track") met them at speed on the double track.

As the trains drew closer, a track panel on a gondola somehow shifted and swung out over the opposing track. The northbound hit the exposed rails, which tore completely through 8134's cab, entering the locomotive at the left-hand classification light and crushing the operator's console and the engineer into the right rear corner of the cab, killing Jim quickly but missing the fireman and head brakeman.

The outer rail ravaged the exterior of the 8134 and punctured the trailing unit, 2719, inflicting a serious blow to her main generator. Both units, with a rail still sticking through the 8134, were sent to Altoona Shops in Juniata, Pa., for evaluation. Joe Jack, the Conway dispatcher, reported both units in his yard in the first week of June.

GOOD NEWS in the ConRail camp has fresh paint jobs coming out of Enola, Collinwood, and Meadville. At this writing, at least four diesels, one electric (E-44 No. 4414), and some cabooses (I have seen one, No. 21153) are running in the new blue and white paint. The logo is tough to describe. It's more or less a white circular "target" at the extreme top end of a twin wide white band. As yet, I cannot read "CR" anywhere in this, but maybe in time it will come to me. Allah be praised! We do have a paint scheme—not just a rust-covering coat of black, like the former Penn Central. Diesels reported so far with the new scheme are 3091, 2841, 2590, and 6591. I also have reports of a 3190, possibly confused with 3091.

ConRail news continues heavy. Most locations report seeing strange mixes of units from all absorbed roads, also older units that cannot operate much longer, such as Erie Lackawanna's F-7's and E-8's. I have seen one EL E-8 in Sharonville, the 831. Al Shade tells me that he saw her in Toledo on May 22, along with 800 and 810. Bill Plack of Pittsburgh also has seen E-8's pass his location at Wilkensburg, Pa. An E-8 in freight service is rare enough, but in EL colors it's an event, especially these days. F-7's are not so rare; but here in Cincinnati, my home town, we are fortunate to discover an all-black Penn Central F, so the advent of the bright EL units is very welcome.

Jerry Rosenfeld of 133 Dulles Drive, Dumont, N.J. 07628, watches ConRail activity every day and reports it accurately. Jerry had been complaining that he'd missed all of those "CR" repaints he'd heard about. At length, he got lucky. In one week he's seen three diesels and E-44 No. 4414.

We ran two errors that Jerry wants to correct. First, he reported seeing stored FL-9's and a P-2 No. 4634 in Croton Yard in New York, which somehow got into print as Croxton Yard in Secaucus, N.J. Frustrated fans who'd gone to Jersey looking in vain for the units jumped all over poor innocent Jerry. I wonder how many cars have been misrouted between these yards with the look-alike names?

Also, those PC 9500's that Al Shade reported in Cleveland are not MP-15's (none such on Penn Central), but are SW-1500's. The EL C-425's that went to the British Columbia Ry. (2451-2462) are BC Ry. 801-812. They are in interim paint which keeps the basic EL scheme but replaces the maroon stripe with gray. Will they get BCR's two-tone green?

Jerry reports that all Erie Lackawanna SD-45's are restricted from ConRail third-rail territory because they will not clear the third-rail shields.

NEW YORK & LONG BRANCH, that mostly-passenger line which serves the Jersey Shore from the north, is still interesting, although the days of K-4's and Jersey Central Baldwin double-enders are gone. The line is still operated by PC and CNJ, or was until ConRail. Now, of course, it is 100 percent ConRail. Power is PC E-7 No. 4244 (rare bird), E-8's, and Jersey Central GP-40P's. Power now goes out over either line indiscriminately.

Trains are run with power at both ends in "push-pull" fashion, due to the cutting of the line at the Newark Bay Bridge, which was hit by a boat and taken out of service. Service operates between South Amboy and Bay Head. Passengers are "bridged" to the ConRail electrified line at South Amboy by special Transport of New Jersey busses. Equipment is very interesting. Most of it is leased from Burlington Northern, which is still in GN and BN paint, although lettering says CNJ and NJ DOT. From afar, the trains look like long-distance beauties, causing most Shore railfans to refer to them as Empire Builders. However, enough P-70 coaches appear to kill the illusion. One fine car is a Budd "bullet end" observation, the *Jersey Coast Club,* former Rock Island 9371.

Photograph by Al Shade

Douglas Smeltz, Assistant Editor, *The Locomotive Engineer*

(Left) First diesel in ConRail blue paint with name and herald in white is GP-40 No. 3091, at CR Collinwood, Ohio, shops in June '76. (Right) Ex-Erie Lackawanna 3320, now 6591, at same shop.

Amtrak has RS-3's? Jerry got a report from Charles Scott of Neptune, N.J., who saw Amtrak RS-3's numbered 105 and 139 at New Haven, Conn. These are ex-PC, still in PC black. Amtrak claims that the older S-2's used as switchers had to be replaced, so why not RS-3's?

FOR ALCOS, it's the Cleveland-Mingo Jct. line. On June 12 Al Shade saw this string of light engines in Cleveland being turned on the Front Street wye: PC 6332, 6331, 6328, and 6335; RDG 5311; LV 630 and 625 and PC 6302—all big Centuries. An Alco fan's dream come true! Another string that came off an ore drag and ran to Collinwood for fuel was PC 6340, RDG 5303, LV 631 and PC 6337. Also in the Cleveland area, F-7's are used in local transfer service and on ore drags.

ACCORDING to Steve Hubbard, 16344 Comdon Rd., Albion, Mich. 49224, those F-7's used in his area are having problems. In late April, a freight departed Jackson for Elkhart, Ind., with a U-33B and F-7's 1934 and 1939, altogether 89 cars. One mile out, both F-7's had died and the GE struggled on, arriving at Elkhart four hours late and with a replacement crew. A friend who works on DT&I informed Steve that PC often used F-7's on Buffalo-Toledo trains and that on April 20th a westbound train with four F-7's and 56 cars passed him at Diann with two units dead. The train reached Toledo with but one unit doing any work. Will ConRail spruce up these old veterans or will they be traded off?

AN OLD PC N-5 caboose, No. 19027, has been set out and repainted as a used-car office in Frankfort, Ind., reports John Harris of that city. She's been relettered "NKP"—would you buy a used car from Penn Central?

Jim Chekouras of Ashtabula, Ohio, reads in the Erie, Pa., papers that the N&W (ex-NKP) is under fire there and might be "rerouted" out of town. In Ashtabula itself, P&LE still operates its new Lake Port line with U-28B's and MP-15's. Over on the N&W you can see just about anything from Union Pacific and Southern Pacific to repainted Delaware & Hudson units. Jim reported a special train made of all-white covered hoppers of the type the Atomic Energy Commission uses, going west on N&W with a Pullman rider car in front of the caboose. Seems to me like a radioactive waste-disposal run, with guards.

John J. Merwin, 11 Stambaugh St., Girard, Ohio 44420, saw old NYC E-8A No. 4088, still in Central paint, go to scrap. Also one of the leased MoPac GP-35's, No. 2515, running on ConRail westbound on former EL tracks.

WESTERN MARYLAND fans were dealt another blow when Chessie assigned new four-digit numbers to older WM units. When WM purchased new power in 1965, the handwriting became clear as they were delivered with numbers matching those on B&O. Now, WM's remaining fleet has gotten the same treatment. Only EMD power is involved, as the remaining Alcos (two S-6 switchers and the RS-2/RS-3 fleet) are soon to be traded in.

The new numbers are: GP-7's: 5632-5735; GP-9's 6400-6420; F-7B's 7135 up; F-7A's, 7149-7176; BL-2's 7181-7182, and SD-40's changed from 7400's to 7500's, same series. GP-35's and SD-35's keep same numbers. Not all units have been changed yet. We are still seeing two-digit numbers on F-7's and GP's every day.

News from the Maryland area has at least five Alcos are running out of Washington, D.C., and S-6 No. 152 was involved in an accident that stripped off her cab and will be repaired before being sold. John Conroy, 924 Prestwood Rd., Baltimore, Md. 21228, says B&O power is getting more and more prevalent on the original WM in his area. He observed a Reading SD-45 mixed with WM units on a southbound freight in June. This was common when B&O had control of Reading, but with the advent of ConRail it must be a power pool deal out of Hagerstown. John says B&O itself had several derailments in his area in May.

ALSO in May and June B&O's Cincinnati-St. Louis main had its share of problems, with three wrecks in that period. Just recently they dumped three cars (two tankers full of acid and a gondola) off the short trestle into the horribly polluted Mill Creek at the west end of Cincinnati. This stretch of track is a major connection with the west and is used by B&O and ConRail, plus affording access to the Amtrak station. Amtrak's westbound *James Whitcomb Riley* had to unload and reload in C&O's Cheviot Yard, a good 10 miles up the hill from downtown.

After they had cleaned up the original derailment, the first B&O train over the rebuilt trackage derailed two boxcars right in front of the Amtrak station, but they stayed upright and everything was cleared for Amtrak's evening train eastbound. A tankload of corrosive acid leaked into Mill Creek, which couldn't hurt that mess anyway, but one gondola was reported "submerged" in the muck. I feel for that wreck gang; no way I'd ever work in that creek. Once again, the B&O freight that jumped was eastbound.

AMERICAN FREEDOM TRAIN visited Cincinnati on June 18th, just one year and 10 days after being on exhibition here. She was enroute to Dayton, Ohio, for display and had come from Evansville, Ind., via Louisville over L&N. The L&N had thoughtfully put out a tentative schedule, showing departure from Louisville (after coal and water) at 9:00 a.m., but the train didn t leave until 12:32 p.m.—a contingency which followers of the Freedom Train have come to expect.

Close contact with L&N trainmaster Lawson in Latonia, Ky., put me trackside as the consist descended Walton Hill at 5:10 p.m., with AFTX No. 1, ex-RDG No. 2101, T-1 4-8-4. Ross Rowland at the throttle was in full command. The equipment was not painted gaudily, as had been the rumor. She is almost unchanged from last year, except for a nameboard *American Freedom Train* on her pilot. Both she and her crew were dirty and covered with coal soot, which is as it should be.

JOHN COX, 3011 31st Street W, Seattle, Wash. 98199, writes that Amtrak has replaced its last E-8 in Seattle with a pair of F-40PH's and five heater cars. The last E-8, unit 346, left on May 20th, reportedly bound for Washington, D.C. John says Burlington Northern still uses a few F-7's in his area, though.

CHICAGO & NORTH WESTERN again has invested in used power, this time getting 38 GP-7's and GP-9's from Precision National. These were the Quebec, North Shore & Labrador Geeps that recently operated under the PNC name on CP Rail. They were originally built for QNSL by GMD of Canada in London, Ont., in the mid-fifties when that line was opened. David G. McDonald, an electrician on the CNW at Oelwein (Iowa) Shops, says they will replace scrapped F-7's. Twenty F-7's that CNW rebuilt in 1974, though, will stay on. The new engines will get 4300-series numbers for GP-7's, 4500-series for GP-9's. Fifteen of each model have been assigned numbers, with eight units held for major repair or parts supply.

SOUTHERN RY. aired a record capital spending budget for 1976 of $179.2 million, $95 million of which will go into equipment. They will get 30 new locomotives of unspecified type (prediction: these will be EMD, and there go the last RS-3's in trade), and seven types of freight cars (open hopper covered hopper, heavy-duty flat, pulp rack, high-side gondola, box, and caboose). 1975's budget was $140.1 million.

There is growing interest, too, in the proposed Southern-Missouri Pacific merger; but can you believe that in addition to the steam specials out of Alexandria, Va. (17 trips), Southern op-

erated its replica of the *Best Friend of Charleston* on B&O's Georgetown branch (D.C. to Maryland suburbs and back), starting on June 19? Did any of my readers ride that?

CHUCK MAXIM, P.O. Box 395, Margaretville, N.Y. 12455, is enjoying the "new" D&H, as the effects of ConRail have turned the D&H into a very fine, multi-colored, long-distance railroad. D&H increased its mileage nearly 100 percent and had to shop quickly for available locos.

Summarizing what was added, we include: forty new GP-39-2's, twenty bought new and twenty from Reading and eight new (rebuilt) RS-3u's (upgraded by Morrison-Knudsen from RS-3's). Also a group of GP-38-2's from Lehigh Valley; another bunch of C-420's, with nine coming from Long Island and the rest ex-Lehigh Valley, and the three EMD SD-45's that D&H had traded to EL for U-33's were returned. D&H hastily applied very makeshift interim lettering on these units. All are operating under D&H names and numbers, although many in their original paint. I'm sure all will eventually get a standard D&H blue and yellow scheme.

ROHR INDUSTRIES, aerospace builder that got into rail transit in the 1960s with 450 cars for San Francisco's BART system, now is getting out of the field. Rohr also has delivered 70 of the 300 cars ordered by the Metro of Washington D.C. The company has an Amtrak contract for seven French Turbos. Rohr claims it lost millions on BART and will lose millions more on both the Metro and Amtrak contracts. Problems are the rapidly accelerating costs on a fixed-price contract and the difficulty in getting components, which delays production schedules.

MILWAUKEE ROAD has retired its remaining 16 Alcos and 21 Baldwins, and has only 16 F-M H-12-44's left, says Paul Bergen, 107 East Green Tree Rd., Glendale, Wisc. 53217. This purge of 100 older units also hit 15 EMD F's. The housecleaning started in March and is still going on, Paul says you can still see the remaining FM's at work on Milwaukee city yard jobs, but you'd better hurry.

THE FAMOUS rail-girl photographer William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93030, gets around, to put it mildly. For instance: on May 27th in Bloomington, Ill., at the Illinois Central Gulf yard he counted nine F's still lettered GM&O and ICG F-3A #1610 (ex-GM&O 810A). These, he chronicles, were operating and being used in four-unit sets. On June 5th Bill was in Blanca, Colo., on the Rio Grande, watching a freight leave town with 35 cars and three GP-40's, one GP-35 on the point and two GP-9's shoving. Then on May 18th, he showed up in Martin, Utah, at the home of the Utah Railway.

There Bill watched Alco RSD-4's 300-302 leave with a freight. On hand were RSD-5 No. 306, RSD4/5's No. 301, 303, 304, 305, 307, and ex-ASTF DL-600B No. 401, one of the famous "Alligators," still blue and yellow. About a half-mile from the enginehouse Bill perceived LASCO RSD-12 No. 2016, ex-C&O, in blue and yellow. From May 28th to June 1st while in Blue Island, Illinois, the rail-girl cameraman saw Rock Island E-8A No. 652 on the *Quad City Rocket* or *Peoria Rocket*.

This is the loco painted by the 20th Century RR. Club of Chicago. It has red sides and blue pilot, nose, cab, and roof. Most of the nose and part of the pilot are covered with a huge white star. In the center of the star is a black and red letter R. The word "Independence" in white covers much of the side, with the rear showing "The Rock" in blue, No. 652 in white, and a black and white R. On each cab door side is "20th Century RR Club" in white. Trucks and fuel tank are black. Sounds beautiful!

CANADIAN NEWS finds a coal strike at Elkview, BC., causing layoffs of thirty CP Rail units in that province and Alberta, all big units, M-630's and SD-40-2's. The last three active F-M units—TM's 8900, 8904, and 8905—were taken out of Alyth hump service, due to crew complaints of excessive smoke, and have officially been petitioned for retirement. Their death sentence reads "general deterioration." CP is well aware of their historical and railfan value. Plans have been under way for some time to save one. The last F-M of any other type was H-16-44 road-switcher 8709, cut up at Ogden in May.

Calgary-Edmonton passenger schedules have been suffering from power shortages, due to the RDC's tangling with vehicles at grade crossings, so GP-9 No. 8529 was assigned as fill-in. It promptly demolished a truck. The *Silver Streak*, a special passenger train lettered "Amroad" and run for Hollywood as a movie set, is through shooting and has been returned to CP Rail.

C-424 No. 4237 is out of Angus Shops and a new paint shop at Ogden Shops in Calgary is open as of June 1st.

RS-3's numbered 8445, 8450, and 8456 have been modified for hump use. CP is rumored to be interested in another 25 SD-40-2's, which would spell the end of almost all of the Alco 244-engined power. CP 4-6-2 No. 1201 moved from Toronto to Ottawa on June 6th, running behind F-7A No. 4038, with three coaches, hoppers of coal, business car, and caboose. A test run out to Wakefield was passed with flying colors. The loco was paired with resident rare bird RSD-17 No. 8921 in Toronto in April.

INTERESTING RAILFAN Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611, says Sierra Railroad's freight-hauling (diesel) and tourist road (steam) operations are doing very well, with 80,000 passengers hauled in 1975 and running far ahead this year. The "vintage diesel" that Sierra advertises as a helper to No. 28 steamer is a 1951 Baldwin DS-4-4-1000. A loco rarely mentioned but interesting is an unnumbered gas Plymouth 0-4-0, nearly 50 years old, which came from the defunct Hetch-Hetchy Railroad in 1948.

ENGINEER HOWARD N. BARR, who retired from the Canton RR. (Baltimore, Md.) in August, 1975, says business was very bad that year. Canton's second largest customer, American Smelting & Refining, closed up in '75. Also, the ore pier is almost dead. Howard, one of B&O's most loyal fans, does admit that the second quarter of 1976 was a little better. Canton RR. has always formed PRR (then PC, now ConRail's) link to the Harbor area.

ON CANADIAN NATIONAL, new 1700's are going into service in New Brunswick, and the last runs of Alco 539-powered units was 1700-1725 on a work train on May 13th CN sold 8019 to Vancouver Wharves, will be VW No. 23, while RS-3 No. 8430, back from lease to D&H, has repairs "over the limit," so will be retired.

NORTHERN ALBERTA RY., short of power, has leased CP 8659 and 8661, and CNR 4330 and 4331, plus getting their 203 back from repairs. British Columbia Hydro has taken delivery MP-15's numbered 151-153. Duluth, Winnipeg & Pacific 3600 and 3614, both Alco DL-701's, will go to Montreal for repair and new paint scheme. Prolonged labor trouble on the British Columbia Ry. has resulted in a layoff of over one-third of the work force.

DAVE WILLIAMS of St. Louis says the Katy is running out the miles on its last F-units by confining them to the St. Louis-New Franklin line along the Missouri River. Newer Geeps work the heavier grades between New Franklin and Parsons. Seen recently was this set FP-7A No. 78C, F-9B No. 75-F, F-9B No. 75-E, and GP-7 No. 116. Sent to Precision Engineering at Mt. Vernon, Ill., were BLW VO-1000 (re-engined with

UP 633 shows early version of U-25B with one-piece windshield and straight-up steps cast into the pilot idling at Council Bluffs, Iowa, April 29, '66.

Photograph by R.L. Schmeling

EMD plant) No. 32, F-3A No. 67-C, F-7A No. 77-A, and FP-7A's Nos. 80-A and 81-A. Rumors have it that MKT may buy four GP-40-2's with dynamic brakes for unit coal train service in Texas.

Conemaugh & Black Lick, a Bethlehem Steel road at Johnstown, Pa., has painted SW-7 No. 76 in Bicentennial paint. C&BL operates 12 switchers.

UNITED PURCHASERS ASSN. of Iowa (reporting marks unknown, leases cars for grain moves) has painted 515 of its covered hoppers pink for the reported reason that this will help identify them in railyards. With ruffles on the discharge gates and lace around the airhoses?

THIS MONTH we begin a chronological study of General Electric road locomotives. GE, of course, is well known in the industry, having supplied electrical equipment and teaming with builders of internal combustion power since the 1920s. GE's association with ALCO until 1953 is reflected in most of the units built by Alco being plated "ALCO-GE." Even after the partners parted in 1953, Alco drew on GE for its electrical components, until in 1960 GE offered its first road locomotive, the U-25B. GE was to quickly wrest the second position from Alco. Since then, Alco left the market. GE remains the only serious competitor to giant EMD.

We featured the U-25B/C in *Railroad Magazine* in Jan. '74, but for purposes of continuity, let's take another look. The first two units were built at Erie, Pa., in April, 1959, as GE 751-752. They were first designated as experimentals, model XP 24-1. GE was producing locomotives for overseas trade under the name "Universals," and when it decided to offer the XP-24-1 domestically, the model decided on was "U" for universal. Numbers 751-752 were originally rated at 2400 hp, but GE realized that 2500 hp would better enhance the horsepower-conscious U.S. sales.

Thus, U-25B was born; Universal series, 2500 hp, four-axles. Numbers 751-752 were built with high short hoods. The roofline was joined in a feather-edge rather than rounded style. Otherwise their basic layout remained constant throughout production. Neither unit was sold, but were returned to Erie after demonstrating, and finally cut up circa 1970.

However, two sets of actual U-25B demos, later bought by Union Pacific and Frisco, took to the rails in 1960 and 1961, and led to sales of 476 units, or total production (counting the two GE never sold) of 478. Until 1965, the U-25B was unchanged in appearance, and almost all were low-nose versions.

Only UP and Frisco had high-nose units. The early production had straight-up cast steps and rounded fuel tanks, later fabricated slanted steps and an angular, tapered fuel tank appeared. The one-piece windshield on low-nosed units was replaced in 1965 by a two-piece glass with a frame bar between, owing to the high replacement cost of the big windows.

The units are low, boxy, tough-looking jobs with a flat nose, rounded at the corners. The long hood is broken only by flush inspection doors and a large, rectangular air intake grill at the rear. A single, rectangular stack appears on the roof ahead of this radiator area, far back from the cab.

The U-25B uses a 16-cylinder FDL-16, a turbocharged plant that churns at 1000 rpm. This is the old Cooper-Bessemer design that GE purchased outright, and has been used as the power for the entire GE line. Most fans instantly recognize the guttural chug-chug of the GE exhaust. No matter what you might think of the U-boat's esthetics, the powerful sound of their passing is a welcome relief in this world of EMD's high-pitched whine.

The 15 years since the introduction of the U-25B has taken its toll on the 476 members of the group. Many have been rebuilt, wrecks have claimed a few, some were scrapped. The recent slump in rail traffic (1974-'75) saw many GE locos of all designs laid up.

Even today, Norfolk & Western has all of its GE's except two U-30's in dead storage. L&N uses a fleet of U-25B's and C's to work its DeCoursey, Ky., hump and to handle transfers and local switching in the Cincinnati area. The C's are the famous Oro Dam engines, the first of the model built, B&O, which never bought a GE road locomotive, still sees them here in the form of C&O U-25B's and U-30B's, plus the bigger SP/Cotton Belt U-33's.

The U-25C is the six-axle version of the same loco, with longer frame and shorter low hood. All C's are low-nosed. The first unit built, Oro Dam Constructors No. 8010, built 9/63, was wrecked with the 8016. Neither unit was rebuilt. 113 U-25C's were built. Penn Central's (ex-PRR) 6500-6519 series had seven members upgraded to 2800 hp. The six-wheel trucks are similar to the Alco Tri-Mount but have heavier drop-equalizers and slightly tapered frame. Northern Pacific (now BN) bought the most, at 30 units. BN's total of 42, adding the 12 that CB&Q bought, constitutes the largest fleet.

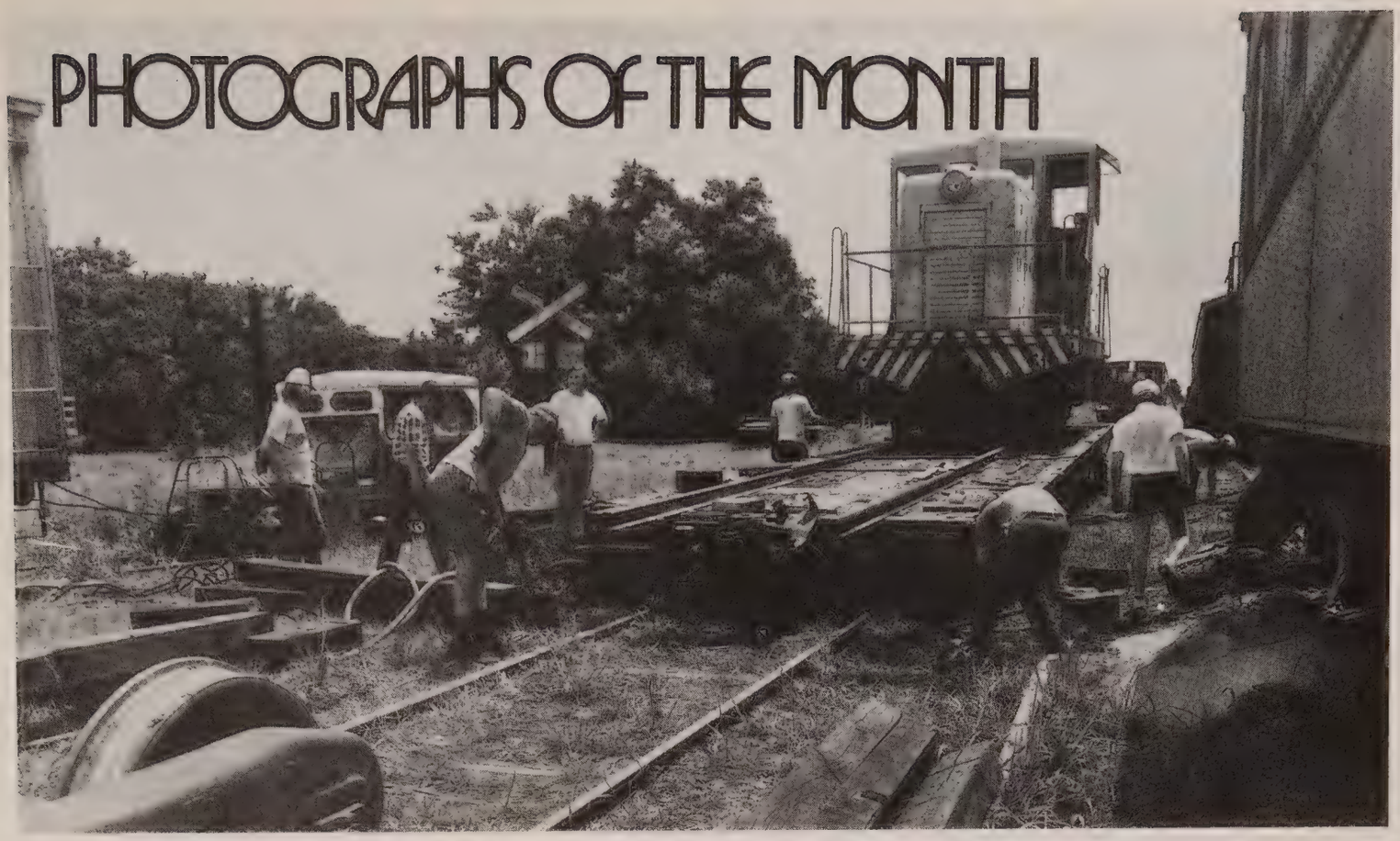
There have been many pros and cons on the GE locomotive designs, many from trainmen who find them hard to get on and off, temperamental to run, and noisy. But there are good words, too, as to power and durability.

Don Peters, P.O. Box 84, Lima, N.Y. 14485, recently rode from Syracuse to Rochester, N.Y., on PC 2511, an old U 25B, which was third unit on TV-45. He claims it "really put out at speeds ranging from 50-64 mph." L&N has found that the U-25 handles its hump and drag transfer work in this area well enough to displace new SD-38-2's and a fleet of Alco RS-11/36's, which were run in pairs separated by slugs. Two U-25C's push the humps, the B's are used in threes, fours or singly in all operations. Every situation is different, the U-25B is surely the most important locomotive GE ever built.

Quemahoning Cleaning Plant (coal), located 8 miles east of Somerset, Pa., on the B&O got a new GE locomotive, which according to a ConRail waybill weighed 130 tons, making it a very large GE switcher. It was moved on its own wheels between two empty idler flats, from Cleveland on June 2. Anybody in that area know the location? I'd like to see a photo of the unit.

CONTINUE sending diesel news to Jim Edmonston at 821 Clearfield Lane, Cincinnati, Ohio 45240.

PHOTOGRAPHS OF THE MONTH



Robert Most & Associates, and members of Tampa Bay Chapter, NRHS, are creating America's newest/most old-fashioned railroad, the "Orangebelt Route," known as the Trilby-San Antonio & Cypress R.R., running through parts of Pasco County, Fla. The big excitement here is the unloading of a GE 30/30 switcher. The loco was originally used by the U.S. Navy during WW2, now helping to restore the line.

Photograph by Greg Fischer, Pinellas Park, Fla.

Photographs by Virgil C. Staff

Susan Schmidt trips gaily around Berkeley, Calif., station on Feb. 21, 1971, while waiting for Southern Pacific train.

Janet Ricciarelli is leisurely getting off Santa Fe train No. 1 at Richmond, Calif., depot on April 3, 1971.

We don't think traffic is heavy on this private line near Hastings, Australia. How long a wait for next train?

Paul Woodland, 2/2 Royale St., Frankston, Victoria, Aust. 3199

She ain't turn-of-the-century New England Phoebe Snow, although boxcar, on the east end of the NYNH&H, does come from "the Road of Anthracite." Fran's dad took photo.

Francis D. Donovan, 19 Winthrop St., Medway, Mass. 02053

Santa Fe 2-10-4 No. 5021 rests inside the Belem, N.M., roundhouse for eventual historical display.

Photograph by Michael A. Eagleson

Canadian Forest Products 2-8-2 No. 113 crosses the Lukwa Rover bridge at Mile 38.5 on a forty-mile round trip from Woss Camp to Vernon Reload in British Columbia, where she will pick up a trainload of logs for what may be the last time on June 5th, 1976. Her boiler certificate expires shortly and it is doubtful if any major expenditures for her will be justified. She will probably be put on display in the Woss locale.

Michael Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9, Canada

Pert Carol Malec joined thousands of vistors to *American Freedom Train* when it visited St. Louis, Mo., April 10, '76, not far from area where showboat *Cotton Blossom* tied up long ago.

Brad Joseph, Covered Bridge Lane, Fairview Hgts., Ill. 62203

Runaway Reading boxcar recently rolled mile, crashed through building, and hung over Philadelphia street.

Charles A. Elston, 717 Station Ave., Cornwells Heights, Pa. 19020

"You run many girl pix," a reader told us, "how about a boy for a change?" So, here is Bobby Renzi, 8 of Philadelphia, resting after a Strasburg Rail Road ride on May 22, '76. Engine is No. 90.

Photograph by Charles A. Elston

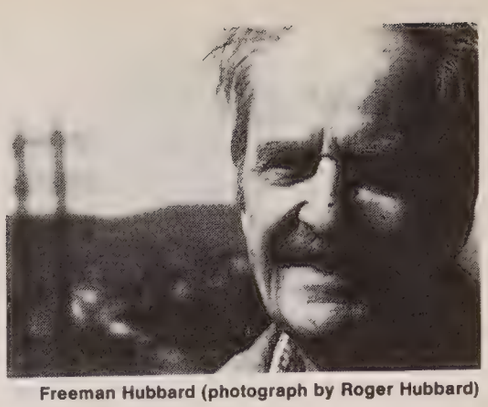
Salt Lake, Garfield & Western's D.S.1, a GE 44-tonner, in its new Bicentennial colors crossing surplus canal on way to Morton Salt plant.

Stan Jennings, 51 South 8th East, Salt Lake City, Utah 84102

"Last of the Titans," from a very large oil painting in color done in 1975, is one of Otto Kuhler's great masterpieces (see page 3); shows Western power, possibly Union Pacific, at an undisclosed location. Kuhler sold the original canvas, but he doesn't remember to whom.

The Editor's Waybill

by Freeman Hubbard



Freeman Hubbard (photograph by Roger Hubbard)

PHANTOMS flit through our editorial office. Wraiths of famous writers, now gone beyond the sunset, who contributed much of value to *Railroad Magazine* and helped to keep it alive over the years. We are grateful for all of them. I can still see their bygone figures as plainly as Mars at perihelion.

Call the roll. Harry Bedwell, boomer brass pounder. Your "Thundering Rails" is reprinted on page 36. Raise your hand, Harry, as soon as you finish typing that train order. How well I remember you!

William F. Knapke, peppery, little, Southern Pacific conductor. You dramatized many fact articles and true tales for us and were nearly 100 years old when you wrote *The Railroad Caboose* in collaboration with me—a book that Donald Duke published and is still selling. Stand up, Bill, and take a bow. You, too, are represented in our current issue on page 11.

Lucius Beebe, a notable by-liner. No other railroad author was more widely known. I was proud to present you as an *Interesting Railfan.*

"Haywire Mac" (Harry K. McClintock), author of the songs *Big Rock Candy Mountains* and *Hallelujah, I'm a Bum* and some of the best boomer tales of all time. You were the most colorful railroad man I ever met.

John Johns, lusty New York Central conductor. You made your mark in the short-story field but died too soon to realize your ambition to write a great railroad novel.

E.S. Dellinger, brakeman on the Missouri Pacific and Frisco, small and slight of build but wiry. You had more rail-fiction stories published, both shorts and serials, than anyone else in history. Your long run of popularity amazed me.

Gilbert A. Lathrop, unsurpassed in your field, narrow-gage steam in stories and features. Gort Wilbur reviewed your last book, the autobiographical *Rio Grande Glory Days,* on page 60. We think it'll be a best-seller. The introduction I wrote for it drew a personal comment from your widow, Mrs. Alice Lathrop, 178 Edlum Road, Grand Junction, Colo. 81501: "That introduction was all I had hoped it would be. Only you could have done such a beautiful job." Thank you, Alice!

Our magazine has had numerous other outstanding authors now deceased, a whole phalanx of them, but the seven were the giants.

DESMOND P. HALTIGAN tells me that Norwegian Railway employees cut out rail-girl photos from *Railroad Magazine* and display them as pin-ups in their Railway Club rooms. Desmond is now living in Norway at N 5095 U1set I Asana, Myrdalskogen 15, having retired from the New York City Transit Authority after working for years on the subway-el system as gandy dancer, station agent, trainman, extra switchman, and road motorman. He cannot understand why anyone should object to our girl pictures.

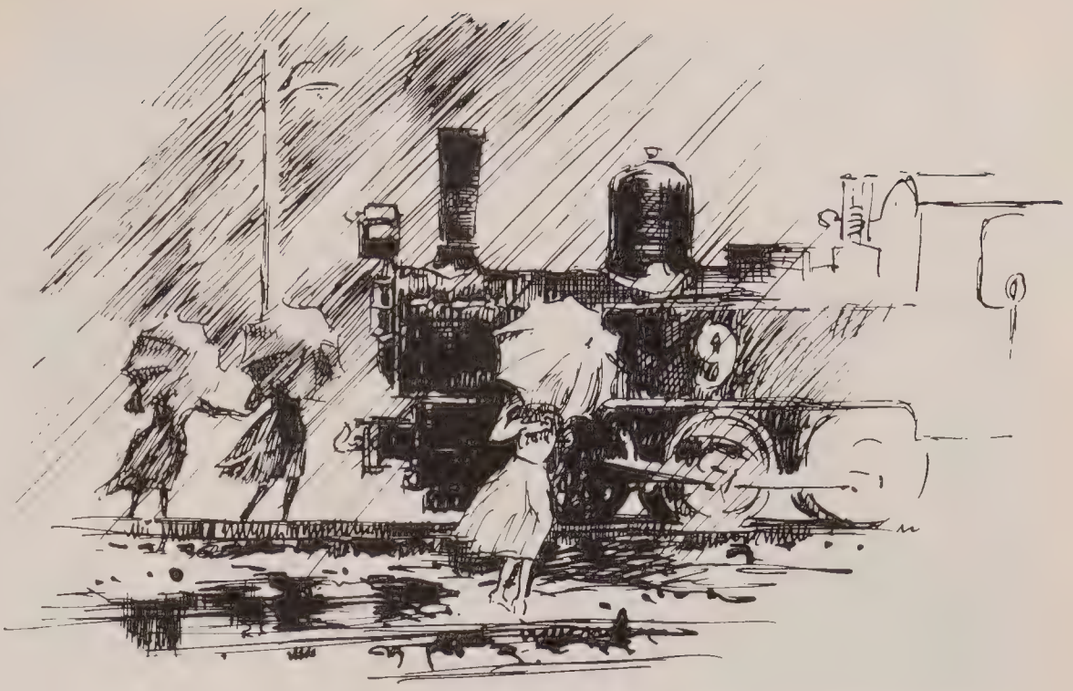
Pen drawing by Otto Kuhler in "The Day That Changed My World."

THINKING of Calvin Carter's experience with corn, which I'll tell you about in a minute, reminds me that the freight train which Casey Jones's engine hit at Vaughan, Miss., on April 30, 1900, was hauling corn and hay, among other merchandise. Casey's body was found in the wreckage with a bale of hay on his chest and corn scattered around. Later, the grain took root, and for years a stand of wild corn marked the site.

Calvin Carter was watching a late night TV newscast recently in his home at West End, Pa., when he heard his dog barking excitedly. "Looking out the back door," he told me, "I saw a mountain of corn coming toward me with a loud hissing noise." The grain, which settled just short of his back porch, was part of a cargo of a 100-car ConRail train bound from Columbus, Ohio, to my native city of Philadelphia. Fourteen cars derailed, pouring out the corn.

A similar situation involved Mike Waterman, his wife, and their little dog. They had a close call when the derailment of an Illinois Central Gulf train spilled coal cars down an embankment within two feet of the bedroom of their mobile home in Indianapolis one night recently while they were asleep. It's odd how all these incidents were linked together in my mind by the law of association of ideas.

"KEEP the Joe Easley cartoons coming," writes Thomas P. Cheesborough. "I remember them from old issues of your magazine. They are wonderful." Besides being one of our *Interesting Railfans,* Tom is secretary of the Miami Chapter of NRHS. His front cover on our August issue has begun to draw good comments from readers. His address is P.O. Box 324, Coconut Grove Station, Fla. 33133.



Pen drawing by Otto Kuhler in "The Day That Changed My World."

GALLANT is a word for Simonne Kuhler, wife of the famous Otto, a longtime friend of mine, whose streamline-designing of steam locomotives and trains made railroad history. Her autobiography has just been published by Sunstone Press under the title of *The Day That Changed My World.* It is a frank and moving account of her life, which began at Aulne, Belgium, in 1898. Her "day" was August 4, 1914, when the German military machine invaded peaceful Belgium in World War I, because in that army was a young nonmilitaristic engineer named Otto Kuhler.

The story is well written. It becomes really interesting, even touching, with the meeting of the two young people—she was 19 and he 27—in the fall of 1917.

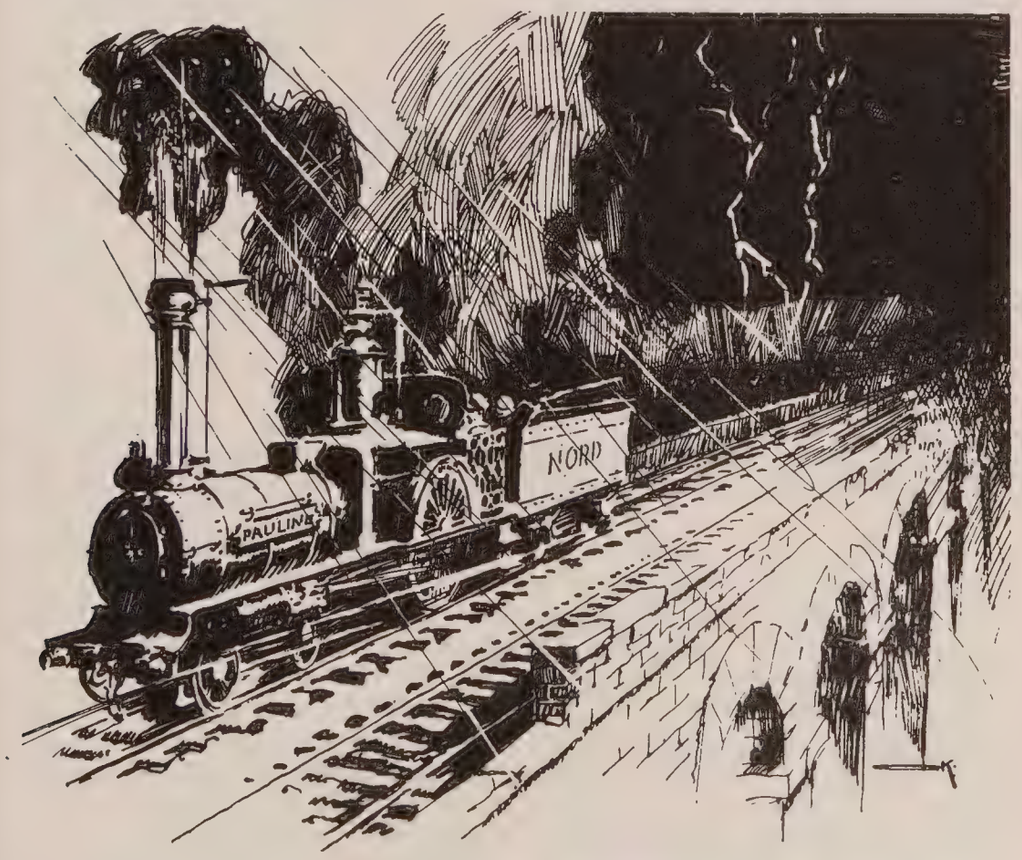
"When he stole a kiss from me, without my permission," Simonne writes, "like an injured animal I turned around and slapped him across the face . . . I said, 'I am not Mademoiselle from Armentieres; never forget it!' I still remember his embarrassment; he looked so contrite, but I loved it, and I was proud of myself for teaching him to be a gentleman."

That started a stormy romance. Otto's courtship got the Belgian girl and her family into serious trouble with patriotic neighbors who resented her fraternizing with the enemy. Even after the war ended, nearly insuperable obstacles were thrown in the way of their ever meeting again. But Otto managed to marry Simonne, and then had to flee to America; and for a long while they were separated.

At length, she got passage on an ocean liner. Landing at Ellis Island, she was held for deportation. Meanwhile, Otto had begun his career of streamstyling railroad equipment and had an influential friend, a vice president of U.S. Steel, whose phone call to the State Department in Washington led to Simonne's release from the immigration depot and an emotional reunion.

The rest of the story is equally dramatic but too long to relate here. It deals with the couple's private life, with their struggles against poverty, with Otto's enormous success in the railroad industry, and with their present life at 625 Camino Rancheros, Santa Fe, New Mexico 87501.

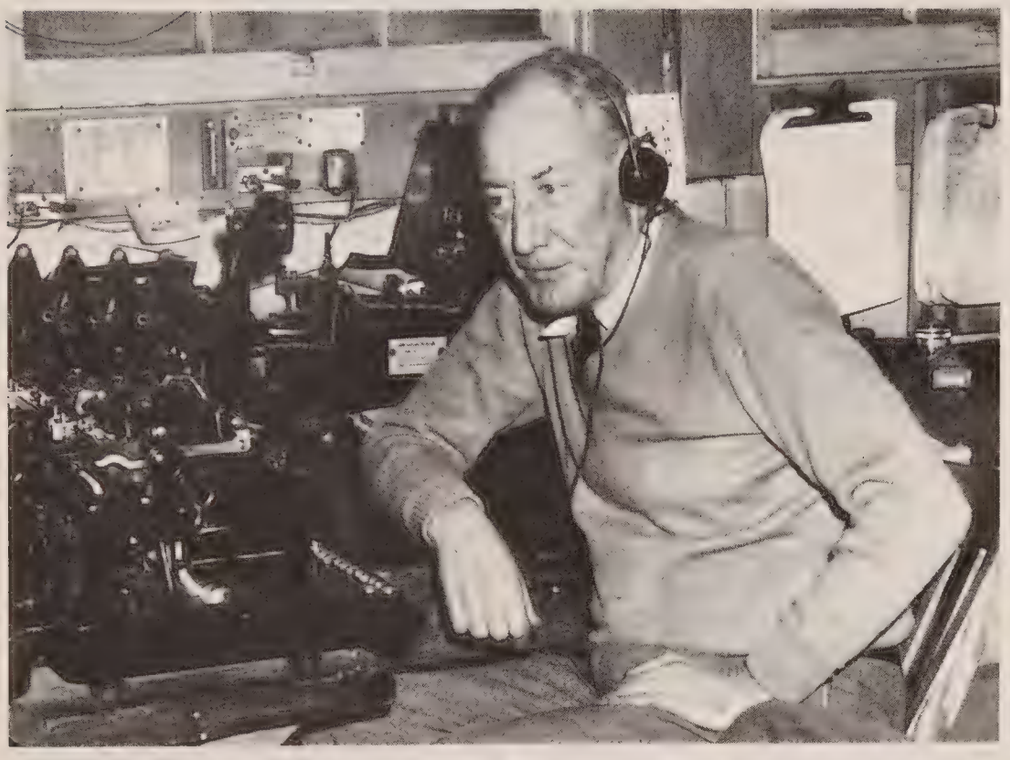
The Day That Changed My World may be had for $6.95 from Sunstone Press. It is also available from the Railroad Magazine Book Service. It has 156 pages in a beautiful format with a cover portrait of the author painted in color by Bettina Steinke, and many illustrations, photos as well as pen drawings by master-artist Otto Kuhler. ●



Pen drawing by Otto Kuhler in "My Iron Journey."

THUNDERING RAILS

BY HARRY BEDWELL



Among the roads that Harry Bedwell worked for as a telegrapher and train dispatcher were the Pacific Electric and Espee. He wrote many fiction stories.

FROM Saskatchewan to Texas the wheat had been harvested and shipped, and the railroads were cutting off their extra crews, setting the men adrift into the impending winter. At the yard office, young Gene Houghton turned in his "company jewelry"—switch key, lantern and brakeman's badge.

The prairie stars were autumn crisp and the wind was out of the west—a bronzed wind with an arrogance bred in the heights far beyond the low sky line. "Highball" Wheeler came through the swarming yard lights where the switchers raved and drawheads rumbled and clashed as they coupled. Highball was limber-jointed and moved at the easy prowl of a top car hand.

"Like to go south with the pilgrims, kid?" His ramshackle face opened with a grin. "We're drifting that way in the morning."

Gene glowed. Highball was a fabulous boomer from all over the map, and the boomers were migrating with the birds into the country of winter sunshine, down along the border where the orange blossoms grew. They'd ride the hotshots in balmy weather, roll the perishables out of the south toward the cold-weather markets. And a boomer had asked him to go along.

Highball hooted when Gene said he'd try the high country. He slapped an incredulous look at the yella-haired kid.

Gene was just a little better than shoulder-high to a tall man, but wide goods, and a voice that had the slow drip of sorghum and blue eyes with a lively glint.

"For a preacher's son," Highball protested, "you make up your mind too damn fast. And you got a stubborn streak a foot wide down the middle of your back." But he grinned quickly again to show he wasn't hostile. "Them mountain goats that do the railroading up there will figure you didn't grow long enough at one end to roll 'em among the crags. Besides," he clinched it, "the weather often bites off your nose."

But the smells the west wind gathered, coasting down from sky-high across the tumbled pines, had beset his dreams and made them restless. The lure of high country beyond the flat horizon had plagued him long enough.

GENE HOUGHTON thanked the obliging conductor for a free ride up through the twisting grades and descended from the caboose into the Gloria yard. He tested the mountain air curiously. It contained sharp bubbles and a bite that warned of winter coming down from Canada. The sunlight crackled and the bells of the little switchers clanged sharply.

Superintendent Norman observed Gene from his office above the station and recognized the quick wary stride of a car hand who makes sure of the footing before he puts his weight down. Norman needed trainmen, but Gene's stub length wasn't impressive. The Monte Short Line loops and burrows along the higher ledges of the Rocky Mountains, and it requires seasoned and brawny men to control the cars. Norman decided Gene wasn't either of these.

Gene studied the maneuvering switch engines with a critical eye. The sidings stood on end in all sections and it would be mighty easy for loose cars to get out of control. An engine shoved a string of cars over the top of a sharp incline, then gave them a kick. They swooped down like an avalanche. By the time they reached him, it seemed as if they were headed for a dive into the river. He had two seconds to make up his mind, and used but one of them.

He bounced halfway up the ladder of the head car, swayed to the slap of the momentum as the car picked him up, and walked out on top. He could feel the rampant power of the mountains bearing down on the racketing wheels. It came through the soles of his boots and ran in cold trickles along his leg muscles. He spun a brake wheel and swung on it with a tricky bunching of shoulders. Brake shoes howled and smoked and the car stumbled.

He went back over the running board and bound the brakes of the

second car. Unexpectedly, the precipitate speed died out of the chattering wheels. It seemed as if the push of the mountain was against them now, and he became uneasily aware that he had made a bad guess. The cars had touched the bottom of the incline and were climbing an ascent he hadn't foreseen. And a switchman he hadn't before observed, riding the hind end of the string, ran forward over the tops, gesticulating with his brake club. The man was indignant.

Gene traced the deceptive layout of sidings as the cars grunted to a stop. The ascent was as steep as the incline they'd come down. It would have slowed them so that by the time they reached the mill at the summit you could have spotted them with one hand brake. All he'd done was hang the cars up on a side and spoil a swift, skillful switching operation. His dash to the rescue wouldn't be considered heroic. Gene got down the ladder and swung to the ground.

BUT THE INCIDENT wasn't closed. A man wearing a remarkable coonskin overcoat appeared. He was a long-legged young fellow with a thunderstorm face. Gene thought he might be the yardmaster, a tribe noted for its impetuosity, but the gaudy overcoat baffled him, and he didn't realize the stranger had second-degree murder in his pale eyes till he barked and came in swinging

Superintendent Norman noted with full approval Gene's handling the cut of cars. The kid had the bounce of hard rubber. He could set a brake and get those last two notches on the ratchet that would stop any headlong run. And a short man, if he was good, did better in the tight spots. Whoever he was, he'd do to work for the Monte.

Norman caught sight of the man striding at Gene across the sidings and stared bleakly. He didn't care for Hollis, who had been sent out as general manager when by rights Norman should have been promoted. Hollis was a perennial college man who hadn't outgrown a coonskin overcoat, and an athlete who kept in training by beating up tramps and stray miners caught stealing rides on Monte trains or just hanging around the property. He didn't know railroading, but he was kin of somebody in power.

Norman decided gloomily that Gene would never work for the Monte. Hollis was nearly a head taller than the kid and a vicious fighter. Gene rebounded from Hollis' surprise attack, and then the connecting railroad's *Overland Limited* pulled in and shut off Norman's view of the fight.

Judge Prentice's private car was attached to the *Overland.* As president of the Monte, the judge had come on his annual inspection. He descended the steps and paused, leaning on his cane. It is the duty of the general manager to be at hand to greet the president upon arrival and be available at any moment of his stay on the property. The judge showed some surprise that Hollis wasn't there.

A switch engine chuffed down the main track and pulled the private car off the hind end of the *Overland.* The judge suddenly took his weight off the cane. That removal of his business car had evidently revealed to him the struggle going on behind the passenger train, and he showed remarkable interest in the affair.

The judge had a gray composure that was hard to shake, and Norman was astonished to see him tap the platform briskly with his cane and shift about, coming up on his toes, almost dancing. His shoulders swayed.

But Norman wasn't amused. The fight had lasted longer than Hollis usually took to knock out a victim, which likely meant that he had gone beserk on the kid. Norman regretted his own gray hair and hoped piously for the moonless night when some of his switchmen would catch Hollis in a dark alley.

Then the judge ducked quickly, as if someone had aimed a blow at his head. He put a hand carefully to his chin as he straightened. He stood still, blinking thoughtfully.

GENE CAME around the hind end of the *Overland* at the easy prowl of a good car hand. He ran his fingers through his yellow hair. He dusted his hat by slapping it against his leg and cocked it somewhat over one eye. He evidently wasn't even breathing hard.

Norman fumbled for his chair and sat down heavily. He assured himself, with bitter frustration, that the *Overland* had arrived just in time to prevent his beholding one of the most gratifying spectacles of a rugged lifetime. The judge held up his cane, and Gene paused.

"Either one of those last two," the judge remarked, "would have floored him. But why did you abandon your efforts to knock him out with body punches?"

Gene smiled slowly. This place sure kept you interested. From the moment he'd stepped into the Gloria yard, sudden events began to occur. And the settlers were either fiercely combative or agreeably courteous.

"His fancy overcoat absorbed my punches," he drawled, "so I had to go for his jaw."

"Do you often engage in such sanguinary affairs?" the judge inquired politely.

"No, sur-r," Gene admitted. "It's just when I move into strange territory and somebody feels he's got to try out his reputation on a little fella."

"But you grew wide shoulders," the judge measured him.

"That's what they don't notice," Gene nodded, "till it's too late."

Hollis came from behind the *Overland.* He was brushing off his overcoat and trying to shape his hat. His chin looked as if he had hacked it while shaving, and there was a red mark under one eye.

He glared at Gene. "If you are an employee of the Monte, report to the superintendent at once! If you are not, get off the property or I'll have you thrown off!"

"I'm not an employee," Gene said softly, "but I came here to hire out. Where is the superintendent's office?"

"Clear out!" Hollis took a furious step, and stopped.

Gene could feel the sparkle of thin sunlight across his shoulders. It ran clear down to his heels. He said, "Yezzir," and waited.

JUDGE PRENTICE went into Norman's private office. Hollis gave Gene Houghton a second look from the doorway, and he didn't close the door.

"You're not going to hire that runt," Hollis told Norman flatly. "We can't use scrubs on the Monte."

It came to Gene then in a dizzy

flash that Hollis was the big brass collar on this man's railroad. And likely the courteous gray gentleman with him owned the outfit. Gene put down the pen and was reaching his hat when he heard Norman say he needed men and thought this one would do.

"And the first thing he did was bungle a switching job," Hollis retorted.

"He thought it was in the interest of safety," said Norman.

"He would act the same if we put him to work." The big brass collar had a buzz-saw disposition. "Besides, he is too stunted to handle cars on these grades."

"There's a trick to it," Norman replied, "and he knows the trick." His frosty eye caught Hollis' hot stare. Something let go inside. "I've decided to give him a chance," he said.

It is sticking out your neck all ready for the ax when you toss the general manager's orders back at him. Norman was aware he had said the words, but didn't know where they came from. Maybe out of the bright young years when he had showed up as a wide-eyed kid with the whole round world in his pocket.

Hollis strode at him across the big room. The guy was scrap-happy. Norman stood up. There was no sound from the outer office, but he was aware that Gene had flitted to the doorway like a lounging shadow. The sparkle in his blue eyes was like a quick-burning fuse.

The judge took a quick look at him and decided this was another decisive moment.

"It seems to me that train operations are Norman's responsibility. It does appear that the boy lacks height, but Norman is answerable for his men."

Gene went back to the table. He hung up his hat and dipped the pen. He found his place on the form and continued writing his examination.

GENE CLOSED the mainline switch behind the work train—new ties and ballast—and chased the hind end and swung aboard the caboose. They ran down beyond Ransome Gap to where the line squirmed along a shelf halfway between a soaring peak and the far bottom of the gorge. They dropped the caboose into a siding under the cliff.

Track gangs began unloading materials, scattering them beside the track as the train moved slowly forward. Gene collected a red flag and track torpedoes, and went back down the main line to protect the work train.

Judge Prentice's inspection train crawled around a shoulder of rock and headed into the siding. Hollis and Norman followed the judge down from the business car. The judge's roving glance encountered Gene and sharpened somewhat. He paused, tapping a tie with his cane, considering an employee on duty, who was apparently doing no work.

"What," he inquired, "are you doing here?"

"Flagging," Hollis replied, and the way he said it made you remember crippled old flagmen guarding road crossings.

The judge nodded. "It's your duty to protect life and property. You should be constantly on the alert."

Gene said, "Yes, sur-r," and the officials went on to inspect the work train's operations.

The thin air was keen. All those wistful smells the west wind used to carry to him down the long slope of the plains were sharp and pungent here. The stamp of engines, flung up from the gorge against the stars, was profound.

The work train was backing down to get into the siding to let a passenger schedule by, and the glum faces above him belonged to the track gang, riding the hind gondola they had been unloading. The ominous part of it was that the train had come down on top of him before he knew it. He should have been aware of this move when it began, and crossed over to open the siding switch, then gone on down the main track to flag the passenger train if she showed before the work train cleared.

A whistle wailed beyond the point of rocks and its mournful echoes splashed across the high walls. He hadn't time to open the switch; he'd have to get down there and stop the passenger before she plowed into the work train. He whirled.

The gondola climbed over a pile of ballast that had collapsed across the track. The car titled till the coupling slipped clear of the next car, and then it left the rails. The flanged wheels chewed into the granite ledge as the car rolled slowly toward the edge of the shelf and a thousand feet of empty air.

Dusky faces along the side of the gondola stared dully into the whispering depths, watching the rim of the ledge pull in toward the grinding wheels. These men had been brought from the rabbit warrens of Europe, and all they had learned in this confused land was how to manage the business end of a shovel. Gene raised a yell that bounced across a square mile of crags, but it didn't disturb their melancholy mediation.

Gene pulled a broken tie from the loose ballast beside the track and shoved it under the inside wheel. The wheel tried first to climb over, then gave way and turned. The car swerved slowly from the edge of eternity.

He bounced to the beam above the drawhead, spun the brake wheel and swung on it. The car grunted to a full stop. He fell off and streaked down the main track, waving his red flag at the train rounding the point of rocks.

THE DOOR to Norman's inner office was closed, but they could fire you only once. Gene opened it boldly and walked in. It was quiet in the big room, like just before a thunderstorm breaks; and then he saw Hollis.

The general manager said, "Judge Prentice himself cautioned him to be alert just before it happened."

Norman nailed Hollis with a chilling look. "I'd better have it straight from the judge before I let him go."

The urge to go in swinging surged up in Hollis, and it seemed as if he would; but Gene said cheerfully, "It's a nice day."

Hollis flinched and spun. He looked Gene over carefully. He was tempted, but not enough. He put both hands in his pockets and walked out.

"I didn't send for you," Norman said coldly.

"That's right," Gene admitted. "But I thought I'd save you the trouble."

"What trouble?"

"You were up there when it hap-

pened," Gene reminded him, "and you heard the judge warn me to be alert."

Norman frowned to subdue a smile. This high country intoxicated the young. He remembered the feeling well.

"You don't have to be told where you should have been." The frosty eyes held your attention. "But it's just as important to cultivate the instinct that puts you at the spot where a disaster is about to happen, and more important still, to have the ability to avert it. Yesterday you showed signs, and you can run like hell. But remember this: It's not trouble to send for you any time I think I should."

You felt as if you'd been thrown out of his office. Even so, you had to remember that a super didn't often put his job in jeopardy for a car hand. There was a lot of railroad sense under the gray thatch but when a general manager wants you fired, he can usually arrange it.

The judge had stepped in a couple of times when these two were about to go to a decision, but the judge would presently be gone, leaving Hollis to clean house to suit himself. At which time a very effective superintendent and a blamed good car hand would be counting ties as they left town.

SWITCHMEN'S lanterns cut swift diagrams in the chill drizzle, and yard lights streaked the dark with red and green splotches. A switch engine stood by the station ready to cut Judge Prentice's business car off the inspection train and have it ready to couple onto the eastbound *Overland.* Within a hatful of minutes the judge would be homeward bound.

At the roundhouse Gene Houghton climbed into the cab of a road engine and the engineer let her down the ladder track to tie onto the their train of empty ore cars. A switcher shoving cuts into the makeup sidings blocked the lead. While they waited, the inspection train slammed up the grade out of the gorge.

Gene pushed the storm curtains aside and watched the short train stamp by. Hollis and the judge stood in the observation compartment of the business car. Even through the blurred windows it seemed as if the judge was pleased with the way his general manager ran the Monte.

Norman wasn't along. Maybe he was already packing up. You couldn't figure why he'd put up his job for a car hand. It's hard to say what ticks inside a man.

Leaking steam whispered like furtive gossips. The switcher cleared the ladder and they rolled to the far end of the yard. Gene dropped off to open the switch while the engine pulled up to back in the siding.

He stooped for the switch lock as the chuff of the stack died. A sullen mumble worked into the dull murmur of the rain. It grew into a high whine that crawled under his sheepskin jacket and crept up his back like a long clammy worm. A car hand learns to read the sound of rolling wheels.

A misty yellow streak detached itself from the station lights. The private car, alone and loose on the grade, whiffed by. The churning back draft of air shoved rain down his collar and tore at his clothes. The lighted windows made instant empty frames in the dark.

Hollis showed against the light at the buffer end. He was turning the brake wheel, but it didn't resist. Flanges screamed on the wet rail as the coach dropped into the black mouth of the gorge.

Gene began to rush as in a nightmare, not knowing where to. It didn't seem as if he were moving at all, but his boots splashed in the runoff along the path. Norman's words crackled like icicles shattering on frozen ground.

A GOOD CAR HAND has the instinct to be where the worst is about to happen and the ability to prevent it. But the cause of impending disaster was leaving him behind at about fifty mph., and the worst would happen somewhere ahead in the gorge, when the runaway coach encountered something else occupying the main track. It was just panic that made you throw your feet, because it wouldn't get you anywhere. Then the engineer slid open the cab window and called down, "Get the mainline switch!"

He ran harder, right out of the nightmare, for he knew where he was going now. The old mountain runner up there in the cab had told him what they'd try to do.

A cylinder cock hissed furiously and feathered steam in his face as he pulled up at the head end of the engine and swung onto the footboard of the pilot. The stack cracked and bellowed and the drivers pounded hard, chewing at the glistening rails. The quick burst of speed made the cold drizzle seem like a downpour. The engineer checked her sharply, coming up to the main track, blistered sand spraying sparks from under the drivers.

Gene bounced off the pilot into a hard scramble and braked himself down to a skidding stop at the switch stand. His fingers ran through the routine of opening the switch while the engine was still in motion. He pulled it shut when the tender cleared, and went up over the hind end and slid down the coal into the cab.

The stack labored like hard breathing, then barked and built up a shattering roar. They dived into the gorge like sliding down the inside of a drainpipe. The misty beam of the headlight raked the jagged walls.

Sandy McRae, the engineer, swayed gently on the seatbox, his placid eyes following the wedge of light thrust out ahead as he spoke.

"Looked like Hollis couldn't set the hand brake. If he can't, she'll get up enough speed going down to take her to hell and gone over the next hump. The trick is to come up with her on the first upgrade and couple in while she's slowing down. If she gets over the top, she'll be hard to catch, and we're bound to meet an opposing train in time."

McRae wasn't a bit grim about it. Hazards grew thick and tall on the Monte. You could look out of the cab window into eternity, and it made you feel serene. If their luck ran out, and a train was coming at them somewhere close ahead, they'd all end up in a smoking heap of wreckage. But it did no good to speculate about that. You ignored the inevitable as long as it didn't quite catch up with you.

The darkness was as thick as drenched velvet. Above the racket in the reeling cab, you could hear the uproar beating againnst high walls and go tearing by. But the fireman's shovel rang cheerfully at

the firebox door. The ashcat was a young bull with the shrewd patience to wait for the decisive moment to make his move.

NORMAN had a frosty eye, but it didn't appear to depreciate Gene's stub length. He'd hired Gene within the first two minutes. It almost seemed as if the superintendent had been expecting him, which was a loony way to feel.

After passing the company doctor and the written tests, the runt was now on a trial run with engineer McRae "to earn his spurs." As head brakeman in the cab, he helped the fireman, lightheartedly preoccupied with keeping her hot and full of water as if he were on his regular run. Gene felt the bump and recoil when they hit the bottom of the grade, and the drag of the ascent cut into their speed. McRae took another tuck in the throttle and the exhaust blared.

The engine didn't buck so much while going up. She slammed into a long curve, leaning over on the mighty pounding drivers, then straightened out slowly. The headlight picked up a dim outline and a yellow splash that made a running blur at the other end of the long beam. Gene stared hard to make sure it was really there.

McRae said: "I don't have to tell you to be sure of your hold and your footing before you put a strain on them, or remind you how slippery it is."

You had to be cool and crafty to outguess the grades and live as long as the old hogger had.

"Take off your gloves," he said.

The words stamped across Gene's mind. McRae had ridden her down, and the time was now. You'd have to make sure the drawhead in the engine was set to couple into the coach. He opened the narrow front window on the fireman's side and edged through.

There was the sharp sting of sleet in the rain and all of the holds were greasy. He stepped out over the running board along the throbbing boiler, the slick handrail running cold under his bare hand. Saturated smoke from the stack clogged his nose till he swung down around the smokebox and set his feet on the uneasy pilot beam. He doubled swiftly and caught the coupling rod and let his feet slide down the face of the pilot to the footboard.

The pilot swung sharply and rooted down. It sliced into the pelting dark, nosing the trail of the headlight. He felt as though he were riding a bucking bronc with a jockey saddle. The glinting rails ran close underfoot like swiftly threading ribbons. The footboard was narrow and slick.

He tried to avoid the thought that a slight slip or miscalculation would see him dragged under. He caught himself trying to grip with his toes through the soles of his boots, and knew how scared he was. You shouldn't grasp and cling. Ride it limber and balance to the roll.

THE COACH came steadily down the probing beam. The faces staring down over the gate at the buffer end came into focus. Hollis' expression was blank, like something trapped and bewildered. Judge Prentice studied the situation with shrewd alertness.

McRae was doing a job. The old mountain runner felt through his fingers on the throttle for those last few feet that would bring the engine up to an easy coupling. Gene opened the knuckle in the drawhead to catch and couple into the drawhead of the coach. McRae eased her in and closed the gap. The two drawheads nuzzled each other for the distance of two raillengths, then inched apart. The couplings wouldn't lock.

Gene leaned out and fumbled for the coach's coupler. The rough casting was familiar to his cold fingers, till they encountered jagged edges. The feel of splintered metal froze an ice cube in the top of his head. It seemed a long while, balanced on the bucking pilot, before his mind would take hold of the fact that the knuckle in the drawhead was broken. But there had to be a reason for the coach breaking loose, and this was it. The knuckle had snapped while the switch engine had hold of the private car. You couldn't couple into a busted coupling, and just so many minutes from now the track ahead would be blocked by a freight doing some switching at a station or a train coming down the gorge.

He yelled at the staring faces. "Hey, bring me the knuckle from the drawhead at the other end of the car!"

They didn't understand, but it made no difference. Neither of them could have done that job.

"Open the gate!" he gestured.

The judge pushed Hollis aside and folded back the gate.

Gene had to stretch to get a one-handed hold on the coupling rod of the coach. He bunched on the bobbing footboard and bounced and sprawled on the vestibule floor. He bounced again, running through the corridor beside the kitchen, through dim compartments and out onto the observation platform.

The platform was slippery with the slush that drove into his face. He spraddled the railing and hunkered down on the narrow beam outside. There wasn't much room for his feet; he clung to the iron pickets and maneuvered, and found he needed help.

"Take hold of my belt and hang on!" he called. "I've got to use both hands!"

Feet splashed and slipped on the platform, and a scuffle developed. The judge dropped his cane and made a bitter remark: "Get that damnable overcoat out of the way!"

Away off, Gene felt hands from the other side of the railing fumble under his jacket and grip his belt. He eased his weight against their hold and let go. The drenched darkness swooped over him. The muffled cadence of the wheels throbbed through the beam under his knees. It felt as though he were riding a battering ram.

Only the grasp of four hands held him to that narrow beam while he struggled to disconnect the knuckle from the drawhead. One pair wasn't sinewy, while the other two belonged to a man he'd once given a damned good whipping.

A kid who likes his trade learns the tricks fast. Gene had changed a hundred knuckles. The slithering rain blinded him, but he didn't have to see. There was little room to work in. The knuckle was held in the head by a heavy pin on which it swings. If you eased the bind, the pin comes out easy. But hanging upside down, you had to be quick and careful or the knuckle would get away from you when you freed it. The thing weighed 100 pounds.

GENE WRAPPED an arm around it and worked out the pin. He came up slowly against the pull of hands, clasping the casting to his chest. It took a contortionist's twist to straighten and lug it over the railing. For an instant, the top of the grade ahead was lit by a pale flash. You'd like to imagine it was the strain of lifting that made you see light where there wasn't any, but you'd better believe it was the flicker from a headlight coming down the gorge.

He had to gulp twice as much of this thin air, toting the knuckle back through the coach. He put it down on the platform and flattened out beside it.

"Hang on to my legs!" he gasped.

McRae had let the engine drop back. The headlight gave all the illumination needed if you kept it out of your eyes. Gene eased the pin from the broken knuckle and shoved it back beside him. Up through the floor, through the pit of his stomach, he felt the downgrade take hold.

They were over the top. The dull rhythm of the wheels quickened to an eager chant and the coach surged into a long lunge. Time was running out fast. Hanging over the beam, braced against the sway, he juggled the knuckle into its slot. But he still needed another hand to drop the pin in place.

He didn't hear himself asking for help, but the judge wedged down beside him. The old gentleman smelled of expensive cigar smoke. The pin was heavy and the judge had no experience replacing broken knuckles. With the little breath he had left, Gene told him where the pin fitted.

It swung and joggled in the judge's grasp. Gene steadied the pin with a thumb till it caught the hole and fell into place. The judge pinched two fingers holding on too long, but he made no remark of it.

Gene felt like a cold and sopping dishrag when he got to his feet and picked the judge off the wet floor. He signaled McRae to bring her in. The beat of the engine's stack hardened into urgent thunder, like the roll of a big drum.

McRae closed the gap in a surge of speed before the coach could outrun him, coming in on a wide-open throttle. The drawheads clashed together. You could feel the iron grip of the couplings take hold, and the high scream of compressed air sawed through the uproar when McRae checked cautiously with the driver brakes.

With no air brakes connected to the coach, McRae couldn't be abrupt or he'd snap a knuckle and turn her loose again. He snatched those last lean seconds with the skill and cunning of an old mountain runner. He felt through the seat of his pants for the limit of stress and strain he dared put on the drawheads, through his fingers on the brake-valve handle for the exact ounce of air to kick into the driver brakes.

He broke the coach's headlong dive, pulled her down and stood her still. And all at once it seemed as if you had been riding a cyclone that had become discouraged and gone off and left you.

Gene noted that Hollis had opened the vestibule door and was hanging out on the bottom step. The general manager wasn't going to be aboard if they hit anything. The long, lone cry of an engine's whistle wailed in the gorge.

The runt scowled and barked: "Hollis, you grab a red lantern and some fuses and get out and flag down that train. Take off your overcoat and run like hell. And you remember," he admonished, "a flagman must be always on the alert."

ENGINEER McRAE backed the private car in under the train sheds. A yard goat snatched it from him and switchmen swarmed in to couple it onto the waiting eastbound *Overland*. Judge Prentice beamed a speculative look at Gene Houghton, then turned to his desk and began to write. The *Overland* whistled off and started to roll.

Hollis got up.

"Sit down," said the judge.

Gene made for the door.

"Just a moment, my boy," the judge murmured. He wrote another deliberate line and handed the sheet to Gene. "Will you see that Mr. Norman gets this immediately?"

Gene didn't have time to pocket the paper. The *Overland's* engineer was leaving town in a hurry to make up the delay, and had her all wound by the time Gene got outside. The runt swung down from the bottom step and unloaded with professional skill. The momentum ran him right off the end of the station platform onto the cinder path, his feet slapping the runoff like rifle shots, but he kept them under him.

The judge hadn't even folded his letter to Norman. For a precise man, he wrote a bold hand. The words came up big and black under the dim lights:

Unexpectedly, Mr. Hollis is returning east with me. As of your receipt of this, you will act as general manager until further notice. I am sure your permanent appointment to that position will be approved shortly. As soon as possible, send me a summary of the personal records of engineer McRae and trainman Gene Houghton.

Rain spattered the ink before he put the letter in his pocket. He'd have to deliver it to Mr. Norman right now, and he began to run. It didn't make a bit of difference, but you couldn't help wondering where that irresistible impulse came from that lured you to places you'd never seen except in your sleeping dreams. ●

Harry Bedwell was a boomer telegrapher, train dispatcher, short-story writer, and author of one book, *The Boomer,* now out of print. *Thundering Rails* first appeared in *The Saturday Evening Post,* which released to Harry the reprint rights to his stories. He died Oct. 4, 1955, while pounding brass for the Southern Pacific. His widow, the late Lorraine Bedwell, granted us reprint rights.

Susan Proulx (one of 2 CN female redcaps) at Ottawa Union Station. (See page 5.)

Canadian National

Photo by C.D. "Tony" Hylton III

Statue of John Henry, the mighty steel-drivin' man of folksongs and legends, at Great Bend Tunnel near Talcott, Va., where he is reputed to have challenged new steam drill. See page 4 for news of new silver medallions that honor the event.

John W. Coniglio, P.O. Box 6312, Chattanooga, Tenn.

Ex-Southern 4501, now the property of Tenn. Valley Railroad Museum, pauses at Anniston, Ala., depot waiting for green board on night of April 10, 1976. Those who gathered on platform wondered about unlit starboard marker light.

Colorado & Southern agent at Fort Collins, Colo., hands up "19" orders to conductor on northbound Denver to Billings, Mont., through freight No. 77, as rear shack waves from hack in April, 1958.

Walter L. McMurtry, 515-A Vassar St., SE, Albuquerque, N.M. 87106

Ron and Mary Layton , on their wedding day June 4, 1976, with special guest, CN No. 6060.

David W. Smith, 199 Oakcrest Ave., Toronto, Ont., Canada, asst. editor, UCRS Rail and Transit

The weather was kind to railfans on May 30, '76 as CN No. 6060 did stack-talk through Windsor, Que.

Michael A. Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856

Mike Eagleson

IN SEARCH OF STEAM

ROMANCE was never better exemplified than when Mary McEachern, age 22 and beautiful, met Ron Layton, 29, on a Canadian National steam fantrip last summer. They got talking together, fell in love, and were married on June 1st this year. The bride was born and raised in a house 50 yards from the station at Markham, Ont., worked for CNR, and is now employed by Travelways Tours. Ron is a chemist and member of the Upper Canada Railway Society.

Both are railway buffs. They paid more than $1,000 to have CNR's last operating steam engine, 4-8-4 No. 6060, and a private railway car, owned by UCRS, take their wedding party from Toronto Union Station to Markham for the marriage ceremony in St. Andrew's Presbyterian Church. I wish I had been there with a camera.

"Trains brought us together," said Mary, resplendent in a qhite bridal outfit. "So we wanted a train for our wedding and we got it."

Their two-week honeymoon was a festive round trip from Toronto to Vancouver, B.C., in the same private car attached to the *Super Continental*. Eight other fans, who went along, helped to pay CNR for hauling the car.

ELSEWHERE in Canada, some steam is flourishing. On two consecutive weekends I crossed the U.S. border and shot class 1 mainline steam ranging from a 4-4-0 to a 4-8-2. On May 29th the same CNR Mountain type which would pull the wedding special six days later took over from rare box-cab electrics outside the Mount Royal tunnel in Montreal and powered an excursion train to Riviere-a-Pierre, Quebec.

For best photograph coverage I chose not to ride the train but to chase it by automobile, picking up scenic vistas in which to record the loud-talking U-1f class. While I was motoring on parallel highways I estimated the train speed to be over 60 mph. This swiftness produced great opportunities for shooting 16mm cine from my car.

The next morning dawned brightly, and No. 6060 again had a date with railfans. This time the "bullet-nose Betty" pounded out of the CNR's downtown Montreal Station in the opposite direction from the day before. She crossed the famous Victoria Bridge over the St. Lawrence River, bound for Sherbrooke, Quebec, as she roared into the rising sun. Once regarded as virtually smokeless, the 4-8-2 emitted expounded just enough black smoke to delight photo fans yet keep the environmentalists at bay. Ever so often, as if just for fun, she'd give off a burst of dense black puffs as if to tease the chasing camera men, but this pall from the capped stack would vanish as quickly as it began.

On that day I also photographed ex-Canadian National 4-6-4T No. 46 at the St. Lawrence Iron & Metal Company scrap yard in Longueil, Quebec. She is preserved in fine condition near a pile of automobile junk four times her height. The good-looking former commuter engine would be excellent motive power for a tourist road.

Clinchfield Ten-wheeler No. 1 hauls fantrip in April '71 at Spruce Pine, N.C.

Photograph by John W. Coniglio

On the weekend of June 5th and 6th, my bags were again packed. This time I headed for Toronto to see ex-Canadian Pacific steam running under auspices of the Ontario Rail Association. On Saturday, American Standard No. 136 left the Johns Street roundhouse in Toronto with four cars for a day of short runs between Unionville and Markham, Ontario, on Canadian National tracks. The diminutive 4-4-0 had a job cut out for her in tackling the tough gradients of that route. She put on a great show for recording enthusiasts as well as intrepid photographers.

Meanwhile, back at the roundhouse, ex-Canadian Pacific 4-6-2 No. 1201—owned by the Ottawa Museum of Science & Industry—was fresh from an overhaul by ORA personnel. She was slowly being fired up to operating pressure. The light Pacific was the last engine built by CP in its renowned Angus Shops in August 1944, but was far from the last steamer ordered by the road. As the final steamer from those shops, she is historically significant. At 6:30 p.m. the gleaming 4-6-2, whose boiler jacket had been restored to its original light gray hue, built up pressure outside the roundhouse. With her polished rods in the bottom quarter, she was an ideal subject for a roster portrait. The low sunlight burned far under her running boards to illuminate her freshly-painted drivers and tires outlined in white.

Sunday morning, June 6th, was cloudly as the 1201 waited to race to her owners in Ottawa for scheduled excursion duty. After posing for a few turntable pictures, reminiscent of regular service days, the Pacific sped with four Ontario Rail passenger cars lettered Credit Valley. Her trip was interrupted for only a few well-chosen photo runs outside Toronto city limits at West York. At Agincourt Yard, the whole consist, including the steamer, was reassembled into a CP freight and led to Ottawa by a red and white CP Rail cab-unit diesel.

STEAM IN JAPAN has been given a short reprieve from execution. Although steam was scheduled to end service before 1976, the Japanese National Railways dropped its yard liquidation plans for steam around Hokkaido—at least temporarily—when it met fierce opposition from a workers' union. Trouble occurred when the employees opposed the proposal to abolish three steam sheds in southwestern Hokkaido and replace them with diesel facilities, thus eliminating some jobs. The workers said their transfer to other rail centers would "endanger their livelihoods." So JNR relented and is retaining 73 steamers for freight and shunting. Continuing in use will be D-51 2-8-2's, 9600 class 2-8-0's, and C-57 type 4-6-2's. This news comes from Tokyo news clipping sent in by Edward Delvers, Kellers Church Rd., Bedminister, Pa. 18910.

CHESAPEAKE & OHIO steamers long stored outside the shops at Huntington, W. Va., are now inside, being cleaned and painted. They are believed to be going to the B&O/C&O Museum in Baltimore to be put on display. Former C&O 4-6-0 No. 377—once leased to and used by the Toledo, Lake Erie & Western—is now exhibited at the museum.

Photograph by Michael A. Eagleson

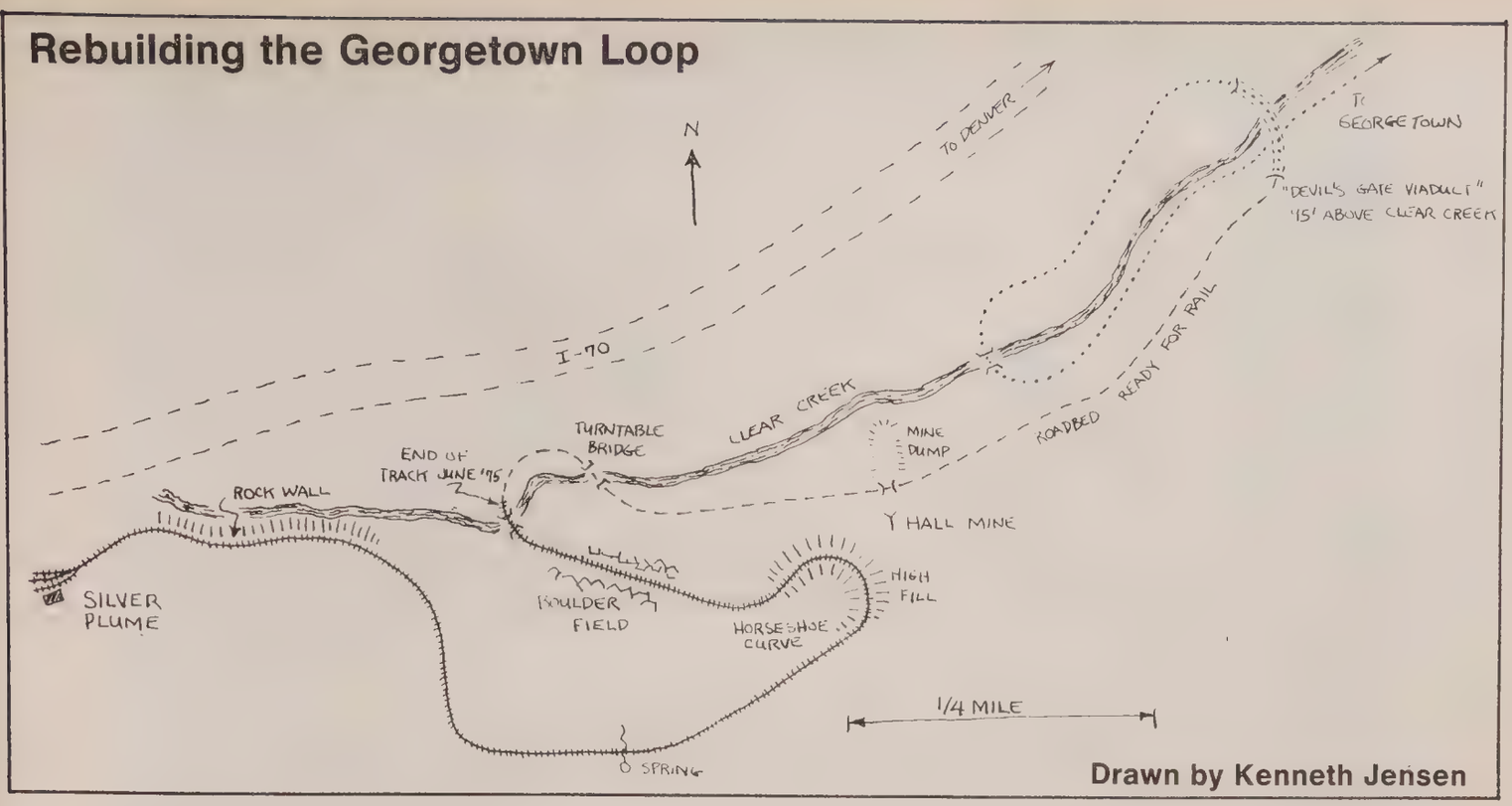
Canadian Pacific No. 1201 pounds upgrade at West York, Ont., June 6, 1967

EX-NORFOLK & WESTERN 4-8-0 class M is still stored in good condition at Holsopple, Pa. Many fans have written to me, expressing their regret that some excursion group hasn't approached her owner to get this rare loco in steam again. She is in good shape and would be perfect for a tourist road as well as a day-long fantrip operator.

FORMER Chicago, Burlington & Quincy 4-8-4 No. 5632 of fan excursion fame is now being cut up, reports the Blackhawk Chapter, NRHS, *Spike & Tie*. The Erman-Howell Scrap Metal Co. at 87th St. and Dan Ryan in Chicago are doing the "honors." The big 0-5b's tender had been down to haul steel around the scrap yard. Still on the property is ex-CB&Q 2-8-2 No. 4963, which once was leased to the Bevier & Southern in Missouri.

SOUTHERN RAILWAY 2-8-0 No. 722 developed a severe fissure in her cast-iron steam pipe from the boiler to the right steam chest during the recent Dogwood Special from Atlanta, Georgia to Anniston, Alabama. The 72-year old locomotive will be out of service for several months, possibly cancelling several proposed fantrips. We all hope the Consolidation is back in steam soon, and we congratulate the Southern's top management for caring enough to want to rebuild her for more years of excursion service.

OWNERSHIP of ex-Atlanta & West Point 4-6-2 No. 290 has passed from the City of Atlanta to the Atlanta Chapter of the NRHS. This handsome Pacific will have her original lettering restored and be given a good home. I'd like to be kept informed if and when the Chapter considers the possibility of restoring her for fantrips. She is one of the best-proportioned engines left in the country and would be fantastic in steam.



THE KANKEKEE Bicentennial Commission in Illinois wants to buy a small steam locomotive, preferrably one with Illinois heritage. If you know of one available, contact Mrs. Thomas Hemstreet, 9 Charlton, Dr., Kankekee, Illinois 60901.

EX-SIERRA RAILWAY 2-8-0 No. 18 (minus her tender), is on display at West Coast Mobile Homes, 900 El Camino Ave., Sacramento, California. She was retired in 1953 after starring in more than a dozen movies. Ten years later, Edward C. Cadjew, president of West Coast Mobile Homes, bought her. Who has a picture of her?

LITTLE RIVER RAILROAD, P.O. Box 178, Angola, Ind. 46703, staged its inaugural run from Pleasant Lake to Angola on May 22nd. Motive power for the new tourist road is former Smoky Mountain 4-6-2 No. 110. The rebuilt Baldwin coalburner is believed to be the smallest standard-gage Pacific ever built. I wish this new steam road great success.

OPERATING AGAIN is the Georgetown, Breckenridge & Leadville Railway, says Kenneth Jessen, 2116 Abeyta Ct., Loveland, Colo. 80537. This was the original name of the Union Pacific subsidiary which, in 1884, built the famous Georgetown Loop. The work of rebuilding it was begun in 1972 by the State Historical Society of Colorado. The upper 1½ miles is in daily operation this summer beginning. Trains leave Silver Plume (35 miles west of Denver on highway I-70) every hour from 10 a.m. to 5 p.m., powered by ex-Colorado Central oilburning, outside-framed 2-8-0 No. 44. The trip includes the upper two bridges across Clear Creek.

Steam Railroadiana

A THREE-FOOT cutaway line drawing of the modern coalburning 2-8-2 Mikado, showing the insides and working parts, is available, for $1.95 postpaid, mailed rolled in a tube, from Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.

STEAM FANS will want to get the 1976 Bicentennial edition of the *Steam Passenger Service Directory* from Railroad Magazine Book Service. For the vacationing hobbyist, this annually-revised work is a *sine qua non* (something you can't do without).

OVER THE SIERRAS is a new 7-inch recording of the famous Southern Pacific Daylight No. 4449 which hauled the American Freedom Train across part of America. Some good lively talk can be heard from this colorful locomotive plus her unique steamboat whistle and one-note airhorn. Available from Arkay Enterprises, 535 Romberg Dr., Sunnvale, Calif. 94087 for $2.50. Also available from Arkay is *Journey to Yesterday,* Vols. 1 and 2. Each recording, at $5.98, offers a wide variety of Western and Midwest tourist roads and fantrip locos in action. This set gives a broad range of sounds of steam in service, on both shortline and mainline.

CONTINUE sending steam news to Mike Eagleson, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Georgetown, Breckenridge & Leadville Ry. No. 44 perched on rebuilt famous Georgetown Loop, locale of many Colorado narrow-gage stories.

Kenneth Jessen, 2116 Abeyta Ct., Loveland, Colo. 80537

PASSENGER TRAIN SURVEY

Southern Pacific Trainmaster with commuter local #128 arriving at Hillsdale, Calif., May 9, 1973.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

AMTRAK has decided upon a new day train between Washington and Cincinnati via Cumberland, Md., in place of a far costlier overnight Washington-Denver service set up by former Transportation Secretary Claude Brinegar. That new service, with Amfleet cars, could begin as early as October 25 if work on track and facilities gets under way quickly.

Secretary Brinegar picked the present route on Oct. 25, 1974, under terms of the Amtrak Act which required that the Secretary designate at least one experimental route each year. Early in 1976 the Department of Transportation announced that a modification of the route by the Amtrak board was acceptable under new legislation which transfered experimental route designation to Amtrak.

Capital improvements required for the new service include much work at Cincinnati (Jim Edmonston's home city) to provide for overnight layover and servicing of the new Amfleet cars and locomotives. Rehabilitation or new construction is needed at intermediate stations such as Cumberland, Md.; Keyser, Oakland, Rowlesburg, Grafton, Clarksburg, and Parkersburg. W. Va., and Athens and Chillicothe, Ohio.

SCHEDULE CHANGES, mostly minor, on three Amtrak lines in the Northeast, including the addition of a new train, went into effect on June 15. Two of the improvements are sponsored by the Southeastern Pennsylvania Transportation Authority through a grant from the state's department of Transportation. Following are some of the changes:

The Senator, which formerly left Boston at 1:45 p.m., now leaves five minutes earlier, pulls out of New Haven at 4:58 p.m., five minutes earlier, and then makes stops at Bridgeport, 5:18, and Stamford, 5:41, arriving at New York 6:38. *The Narragansett,* leaving New York at 4:10 p.m., Sundays only, has added a stop at Stamford, 5 p.m., to receive passengers destined for points beyond New Haven only. This train runs two minutes later through to Boston.

The Statesman, originating at Boston at 11:45 a.m. and reaching Phila. 30th Street Station at 6:30 p.m., now stops at Aberdeen, 7:37 p.m., and reaches Washington at 8:53 p.m. Train originating in Washington at 11:05 a.m. now stops at Aberdeen, 12:34 p.m., arriving at Phila. 30th Street Station at 1:17 p.m., but no longer stops at North Philadelphia.

A new train runs on Sundays, July 5, and September 4, leaving Phila. Suburban Station at 7:10 p.m., 30th Street at 7:13, Paoli 7:35, Downingtown 7:58, Coatesville 7:54, Lancaster 8:20, and Elizabeth, terminating in Harrisburg at 8:55 p.m. The train leaving Harrisburg at 8 a.m. Monday thru Saturday now stops at Mt. Joy, 8:22 a.m., Saturdays only. Another, pulling out of Harrisburg at 9:10 a.m., Sunday thru Friday, has added a Mt. Joy stop, 9:32 a.m., Sundays and holidays only.

Train departing from Harrisburg at 3 p.m., previously on Monday thru Saturday, now has Sunday service also. Train leaving Harrisburg at 7:25 p.m. now runs Monday thru Saturday. Train which formerly left Harrisburg at 6:30 p.m. Saturdays and Sundays now runs Sundays only. Train pulling out of Phila. Suburban Station at 6:28 p.m. now leaves 6:30 p.m., runs two minutes later, and reaches Harrisburg at 8:15 p.m. Train leaving Phila. Suburban Station at 5:55 p.m. weekends and holidays only has added a stop at Mt. Joy, 7:19 p.m., and reaches Elizabethtown 7:25, Middletown 7:34, and Harrisburg 7:45 p.m.

Train previously leaving Springfield, Mass., at 3:05 p.m. daily now runs five minutes earlier and gets into New Haven at 4:35. Train which formerly left Springfield at 5:20 daily now leaves at 5:25 p.m., runs five minutes earlier, and reaches New Haven at 7 p.m.

SERVICES between Chicago and Milwaukee (four daily each way, with an added round-trip on Sunday) are operated this summer with French-built Turboliners. The locos were

shifted from the Chicago-Detroit route and replaced by new Amfleet trains, which can carry more passengers at peak travel times. Daily runs each way between Chicago and Port Huron, Mich., also are via Turboliner.

Ground was broken at Rensselaer, N.Y., for Amtrak's new Turboliner maintenance base. The facility, including equipment to maintain trains, is expected to cost a whopping $14.8 million. It will be situated on a 49-acre site and eventually employ about 150 maintenance workers. Completion is scheduled for spring 1978. The new trains to be maintained there are Americanized versions of Amtrak's successful French products. On the Chicago-Detroit route Turboliners sparked a 70 percent ridership increase in a one-year period. Fifty-five turbine trains of this type have operated over 10 million miles in France, Iran, and the U.S. with a record of high mechanical availability and reliability.

EMPIRE STATE EXPRESS, once famed on the New York Central and recently Amtrak's more plebeian daily train between New York City and Detroit via Buffalo, has been renamed *The Niagara Rainbow,* thus killing another great name. Although it doesn't actually serve the city of Niagara Falls, there is a quick bus connection to and from the Buffalo depot.

Valparaiso, Ind., home of Valparaiso University with a student body of 4,300, has been added as an experimental stop on the route of Amtrak's *Broadway Limited* between Chicago and New York. Another section of the train serves Washington, D.C. . . . Amtrak has received authority from Canada to transport intra-Canadian passengers between Windsor, St. Thomas, and Ft. Erie on the Ontario segment of its Detroit-New York service . . . The three daily Amtrak trains each way between San Diego and Los Angeles were converted to new Amfleet equipment on May 15.

For the first time in history, you can take a train directly between Virginia's historic peninsula and the Northeast "Colonial Corridor." This service, using new Amfleet equipment, began in both directions on June 15. The train, *The Colonial,* runs daily between New York and Newport News, Va., with stops at such Bicentennially significant cities as Trenton, Philadelphia, Baltimore, Washington, Fredericksburg, Richmond—and Williamsburg, which has been called America's "Cradle of Democracy."

For many years the Chesapeake & Ohio served the Williamsburg-Newport News area and within recent years a leg of Amtrak's *James Whitcomb Riley* linked it via West Virginia, Ohio, and Indiana to Chicago. Only rail service between the Virginia peninsula and Northeast cities, however, was via a generally inconvenient connection at Richmond. A new service replaces the lightly-patronized Charlottesville-Richmond-Newport News section of the *Riley.*

The Palmetto, Amtrak's first daytime train through the Carolinas, began service southbound on June 15, northbound on June 16. Another *first* is the use of modern Amfleet passenger cars—the first new passenger equipment in the South in two decades. *The Palmetto* is a summer experiment to see how the public responds to a New York-Savannah daytime train and how passengers like the new Amfleet coaches on a medium-distance route.

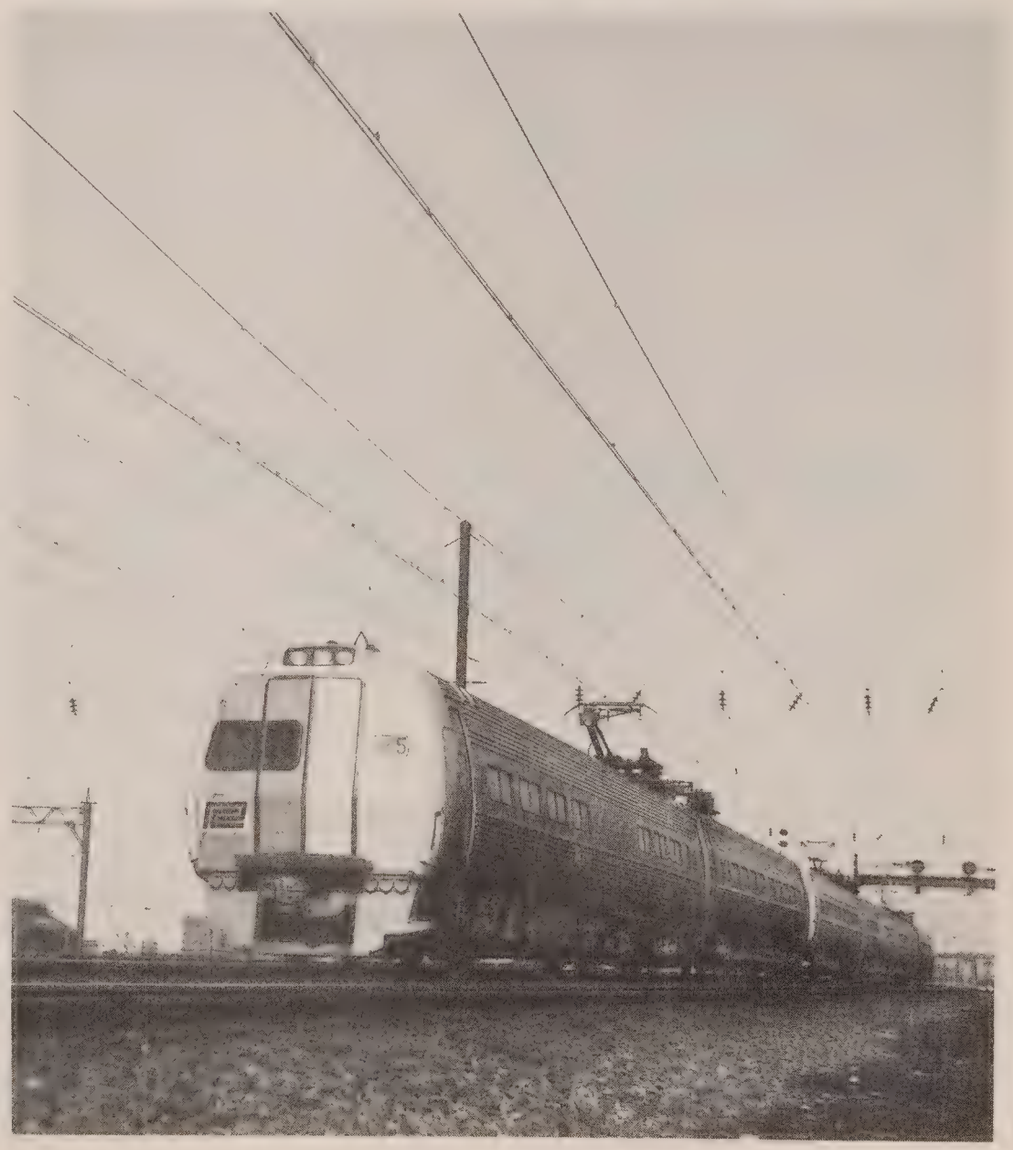
NEGOTIATIONS are under way with the ICC to okay the sale of all Boston & Maine passenger service, reports Gregory H. Harris, 22 Delaware Ave., Danvers, Mass. 01923. A few months ago an administrative law judge approved the sale of 279 miles of B&M line and the refueling and servicing facilities at Boston and B&M's entire Budd RDC fleet, the world's largest. Much more red tape has to be cut, but the $39.5 million sale seems to be assured. With it, B&M could implement phase 1 of its bankruptcy reorganization plan. A major upgrading of track on the eastern route mainline has been completed. This raises the speed limit to 60 mph between Boston and Beverly, Massachusetts.

Furthermore, the Italian-built Fiat self-propelled passenger unit is being modified to meet Federal standards. This car is 74x9.5 feet and 12 feet high and weighs 83,335 pounds. Its two engines generate a total of 560 hp. The car contains 68 seats and has a maximum capacity of 150 passengers. This could stimulate the domestic production of self-propelled cars to replace the 20-year-old RDC's. Incidentally, the B&M, in conjunction with Massachusetts Bay Transportation Authority funding, is rebuilding its RDC fleet.

AMTRAK and Amtour Corp. announce a joint program of "Stopover Tours and Short Stay Vacations" which lets you "roll your own" itinerary by using a choice or blend of 43 packages in or to the West. This setup is effective

Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072

Metroliner highballs southbound through Harrison, N.J., in October, 1974.



through May 31, 1977. The choices involve one to 4 or more nights ranging from $16 to $152. It replaces Amtrak's earlier "California Whistle Stops," utilizing attractions along three California train routes: the *Coast Starlight* (San Francisco-Oakland and Los Angeles); the *San Joaquin* (Yosemite, Sequoia, and Kings Canyon national parks), and the *San Diegan* (Disneyland and San Diego). New California tours include Berkeley, San Jose (with Marriott's Great America), Hearst's San Simeon Castle, and Santa Barbara.

Continuing northward on Amtrak's *Coast Starlight,* tours include Portland, Seattle, and Mt. Rainier National Park. Amtrak's *Pacific International,* linking Seattle with Vancouver, may be used in conjunction with Vancouver-Victoria and "Royal Hudson Steam Train" tours in British Columbia. Tour folder available from Amtrak Travel Center, P.O. Box 262, Addison, Ill. 60101.

WILLIAM H. JONES writes in *The Washington Post:* "There simply is no more relaxing way to travel than on a comfortable train with passing cities and countryside, people to talk with, and a chance to read. There's a combination of fun and adventure on a train ride and a link to the country's past that highways and airports can't capture."

EIGHT Long Island Rail Road passenger cars were "retired" to the country this summer to help boost Vermont's Bicentennial observation. The cars, each at least 50 years old, were refurbished and run through the countryside between Bellows Falls and Burlington and Bellows Falls and Bennington behind steam locomotives.

IN AN EFFORT to keep alive its money-losing commuter service between Chicago and South Bend, Ind., the South Shore Railroad has asked Amtrak to take over its operations. A potential problem with the proposal, South Shore president Albert W. Dudley admits, is that local, county, and state funds would have to finance two-thirds of the $3-million annual operating costs. He said the idea failed when it was advanced in 1973 because no such commitment of funds was made.

TWO MAGAZINES of interest to passenger-train enthusiasts are *Rail Travel News,* James Russell, editor; two issues each month, 40 cents a copy, $9 a year, published by Message Media, P.O. Box 9007, Berkeley, Calif. 94709; and *Environmental Action;* Deborah Baldwin and Tom Redburn, editors; published bi-weekly by Environmental Action, Inc., 50 cents a copy, $10 a year (24 issues), 1346 Connecticut Ave., Suite 731, Washington, D.C. 20036. The latter emphasises the importance of travel by rail for environmental reasons and would be regarded as "poison ivy" by the automobile industry.

SEPTEMBER is expected to mark the completion of a $3.25 million conversion of the Baltimore & Ohio passenger depot at Wheeling, W. Va., into classrooms and offices of the West Virginia Northern Community College. It will also be a cultural arts center and railroad museum. When first opened in 1908, the four-story edifice was B&O's third largest passenger station. It was closed in the early 1960s.

DUES have been raised for membership in the National Association of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20003. Additional money is needed by NARP to meet the increased costs of representing the cause of rail passenger service in Washington, of producing and distributing the monthly newsletter, and in providing assistance to state and regional associations of passengers.

However, the directors reduced annual membership rates for persons in the retirement age bracket (65 and over) to encourage older members to remain active. And, to aid NARP in seeking increased membership among students and other young people, the board reduced the rate similarly for those under 21.

The new minimum annual rate—effective for each NARP member at the time membership is up for renewal—will be $15 a year; the cut rate for those under 21 or 65 and older will be $7.50 a year. Membership categories above the minimum rate remain in force: participating member, $25; sponsor, $50; sustaining, $100, and corporate, $500 or more.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Sun-worshipers relax on beach as Amtrak's northbound *San Diegan,* with SDP-40F No. 504 and E-9A No. 417, stops April 14, 1976, at San Clemente, Calif., home area of ex-President Richard Nixon.

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Which are Amtrak's share-cost state-supported trains?

There are 11 such new services: *Illinois Zephyr,* Chicago-Quincy; additional service on existing Philadelphia-Harrisburg route; *State House,* Chicago-Springfield on existing route to St. Louis; *Illini,* Chicago-Champaign on existing route to New Orleans; *Black Hawk,* Chicago-Dubuque; *Adirondack,* over D&H, New York-Montreal; *Blue Water,* Chicago-Lansing-Port Huran; added service on existing New York-Albany route; *Michigan Executive,* Detroit-Jackson on existing route to Chicago; and *Arrowhead,* Minneapolis-Superior.

2. Where is the H&S?

The Hartford & Slocomb R.R. was incorporated Aug. 1 1953. It bought a Central of Georgia branch which was then being abandoned and began operations Feb. 16, 1954. Recently freight service has been extended from Dothan to Hartford, Ala., 22 miles. Connections are made at Dothan with Seaboard Coast Line, CofG, and Atlanta & St. Andrews Bay. At latest report the H&S had two Alco diesels: Nos. 1 (S-1, built in 1942) and 257 (RS-1, 1949).

3. Name the Vista Dome buffet-lounge observation cars on the *California Zephyr.*

Horizon, Penthouse, Solarium, Lookout, Sky, Crescent, and Planet.

4. Can you give me names of any Canadian engines that came from the Bible or had other religious significance?

Yes. The list is long. Here are some of them: *Bartholomew* (on the Asbestos & Danville); *St. Lawrence* (Brockton & Ottawa); *Samson* and *St. John* (European & North America); Samson (General Mining Assn.); *St. Lawrence, St. Francis, Ste. Hyacinthe, Bethel, Ham, Shem,* and *Japhet* (Grand Trunk); *Ste. Catherine, Samson* and *Castor* and *Pollux* (two derived from Roman mythology but mentioned in the Bible, Acts 28:11); *St Lawrence* and *St Clair* (Great Western); *Providence,* Kingston & Pembroke; *St. Remi* (Lake St. Louis & Province Line); *St. Lawrence, St. Lambert,* and *Ste. Helen* (Montreal & Champlain); *St. Andrews* and *St. Stephen* (New Brunswick & Canada); *Santa Clara* (New York & Ottawa); *Samson* (Northern of Canada); *St. Laurent, St. Jean Baptiste, St. Roche* (Quebec, Montreal, Ottawa & Occidental); *St. Lawrence* (St. Lawrence & Adirondack); *St. Francis, St. Pie, L'Ange Gardien* (The Guardian Angel), and *St. Cesaire* (South Eastern); *St. Lawrence, St. Croix* (Holy Cross), *Gabriel,* and *St. Eulahe,* (Windsor & Annapolis).

5. I'm a Rock Island clerk. How are sickness and unemployment benefits financed?

The railroads pay the entire cost. Recent amendments almost doubled the tax rate on them to finance the higher levels of such benefits. Employees are not taxed for these benefits payable under the Railroad Unemployment Insurance Act.

6. What was Great Northern's *Bull Mooser?*

Baldwin 2-8-8-0 Mallet No. 2009, one of GN's biggest locomotives. When built, she had 63" drivers and a boiler 90" in diameter, carried 210 lbs. pressure, and had a firebox of 245 sq. ft. and an Emerson superheater with a surface of 1,368 sq. ft. Her total weight was 450,000 lbs. Her main job consisted of juggling the long, heavy freights over the grades and through the mountains along GN's mainline in Montana, Idaho, and Washington.

7. Where and when were following railroad tunnels opened: (1) Simplon, (2) Severn, (3) Hoosac, (4) St. Ceris, (5) Marianopoli, and (6) Alberg.

(1) Switzerland-Italy, 1906, 65,734 ft. (2) England-Wales, 1886, 23,028 ft. (3) Mass., 1876, 23, 175 ft. (4) France-Italy, 1871, 42,150 ft. (5) Sicily, Italy, 1887, 22,453 ft. (6) Austria, 1885, 32,892 ft.

8. Words wanted to "The Hills of Arkansaw," by R.M. Bonham.

The night was damp and chilly,
The dawn broke cold and raw,
To find a freight train battlin'
The hills of Arkansaw.
All night they'd fought and struggled,
And now into the day;
And still that much-sought terminal
Was forty miles away.

The hoghead dropped 'er down a notch,
Fire belched from out the stack.
The head shack smiled; the bakehead cursed
And rubbed his achin' back.
The captain in the penthouse
Was thinkin' of the law
That soon would tie them up for rest
In the hills of Arkansaw.

A lung pulled out, the brakes clamped on;
Loud curses filled the air.
It sounded like some poor lost soul
A-waitin' in despair.
The hog law had 'em by the neck;
They fought it to a draw;
But now they'll have to stop and rest
In the hills of Arkansaw.

9. How do I get to the California Railway Museum?

Both the museum and Bay Area Electric R.R. Assn. are located at Rio Vista Jct., Calif., not far from San Francisco. They operate a 2-mile ride on weekend afternoons years round, past electric and steam exhibits an museum grounds. Trips occasionally run on adjacent trackage of the Sacramento Northern. Their interesting trolley collection consists of 178, San Francisco Muni No. 178, Sacramento Northern Birney 62, Portland Traction interurban 202, Key System 271 and 987, San Francisco Magic Carpet car 1003, and Blackpool (England) tram.

The museum's locos include 1001, Emeryville (1910); an ex-Key System steeple-cab, and 654 (GE, 1931), ex-Sacramento Northern 654 (GE, 193). Interesting displays are Western Pacific steam engine 334, New York City El cars, Salt Lake & Utah interurban observation car, WP lounge car *Feather River,* and various other rolling stock. While there is a charge to ride the cars there is no admission fee to the museum. More info from Bay Area Electric RR Assn., P.O. Box 3694, San Francisco, Calif. 94119.

10. Why are two spikes generally used to secure a rail, when tie-plates contain four holes?

Because ties don't require replacement as often as stretches of rail. Tie-life is frequently three times as great as rail-life. Hence, the two spikes used to hold a rail to each tie are driven through. When the rail is replaced, the alternate set is employed, allowing new spikes to gain an equal firm grip in another section of the tie.

11. (a) When and where was the Lackawanna & Wyoming Valley third-rail interurban line in Pennsylvania opened? (b) Where was the Laurel Line?

(a) The first regular L&WV operation was on May 20, 1903, from Scranton to Pittston, about half-way to Wilkes-Barre, Pa. Entry into Wilkes-Barre brought objections, however. After some legal skirmishes, the line was finally completed late in the same year. In Wilkes-Barre the road used the old canal bed that ran close to the center of the city. There, to avoid the hazard of the open third rail, overhead wire was erected. Regular service between the two terminals started Dec. 16, 1903, with cars running on 20-minute headway. The L&WV pushed into Dunmore on June 20, 1904. Incidentally, the cars on this run at Scranton traversed through one of the longest interurban tunnels ever built. (b) This was a shorter term for the Lackawanna & Wyoming Valley Rapid Transit Co.

12. History please of Warwick Ry.

The New York, Providence & Boston built this line in 1884 from Auburn to Oakland Beach, R.I. In 1889, when the NYP&B was leased to the New Haven Railroad, the Oakland Beach branch was sold to the Rhode Island Suburban Ry. The line was electrified in 1890 and reorganized in 1921 as the United Electric Railways Co. Passenger service was discontinued in 1935. The line between Oakland Beach and Lakewood was abandoned in 1936.

The Warwick Railway Co. was incorporated May 18, 1949, to buy the remaining freight line. Electric operations ceased in 1952; and in 1954 the railroad was cut back to its present length. Today it operates from a rail connection at Cranston (Auburn) to Bellefonte, 0.9 miles. As of late 1975, it had three locos on its roster; No. 101, a 40-ton GE; No. 104, a 50-tonner (Atlas, 1940), and No. 105, a 65-ton Vulcan, built in 1943.

13. What was the largest Canadian Pacific 4-6-2 running about 1940?

A good example was No. 2354, which had 22x30″ cylinders, 75″ drivers, 275 lbs. boiler pressure, and weighed 316,000 lbs., with 45,000 lbs. of t.f.

14. Which roads were running in Alaska at the outbreak of World War I?

The principal lines were White Pass & Yukon Route, Skagway to Whitehorse, narrow gage, 102 miles; Copper River & Northwestern, Cordova to Kennicott, standard gage, 195 miles; Alaska Northern, Seward to Turnagain Arm, standard gage, 71 miles; Seward Peninsula, Nome to Shelton, n.g., 80 miles, and the Tanana Valley, Fairbanks to Chatanika, n.g., 46 miles.

15. What is the LW Railroad?

You probably mean the Lake Whatcom Ry. at Wickersham, Wash., about 10 miles southeast of Bellingham. It's a 9-mile 1½-hour trip over a former Northern Pacific branch and powered by ex-NP 1070, an 0-6-0 (Alco, 1907). The train passes through forest and farmland and alongside Mirror Lake, climbs a 2.4% grade, and crosses five wooden trestles en route from Park to Wickersham. It runs Saturday and Sunday afternoons until the end of Labor Day weekend. On display are the NP business car *Madison River*, tank cars, boxcars, work equipment, and the steam tugboat *Charlotte*. Get fares and schedules from LWRy., Wickersham Station, Sedro Wooley, Wash. 98285.

Running Extra

PICTURE in Feb. '76 issue of Southern Pacific's *Overland Limited* was taken by late Fred Jukes in 1916 just east of Elko, Nevada, but I don't believe the train was making 70 mph. As long as Julius Krutchnitt was head of SP's engineering department, top speed anywhere on the railroad was 50 mph for passengers and 35 for freight. Grant S. Allen, retired Western Pacific superintendent of transportation, 711 Spring St., Sausalito, Calif. 94965.

IN A RECENT issue you hoped that Tommy Sisk, third trick dispatcher for Penn Central at New Haven, Conn., would back you up on an order for a train to run as first section. I hope he did. I knew him during the old New Haven R.R. days. I started work for the road as a Morse operator on May 30, 1911, retiring Sept. 29, 1961. I covered jobs as freight agent, signal station operator, and towerman. I'm 87 now, but my interest in railroads is as strong as ever.—Maurice W. Buck, 235 Main St., South Grafton, Mass. 01560. (*Ed. note:* Maurice, you might like to know that Tommy retired in June '75 and lives in Groton, Conn.)

I WANT INFO and history of the Chicago River & Indiana and the Chicago Junction Ry. How did the Chicago, Hammond & Western get into the act?—John F. Best, 1819 Cherry Lawn Dr., Toledo, Ohio 43414.

RECENTLY I BOUGHT a 5-chamber chime steam loco whistle. On its bowl are the letters CCC&StL. Which road is or was this?—Thomas G. Lee, Rte. 3, Calhoun, Ky. 42327. (*Ed note:* The old Big Four: Cleveland, Cincinnati, Chicago & St. Louis.)

I HAVE a postcard showing Alco switcher No. 1102, described as being on Taconite Mine in Miniesota. Who owns this engine?—Leonard A. Wallis, Upper Canada Railway Society, 38 Linlake Dr., St. Catharines, Ont., Canada LZN ZM3

HISTORICAL INFO and pix wanted of Atlantic City R.R. for use in book being written.—Wm. J. Coxey, West Jersey Chapt. NRHS, P.O. Box 101, Oaklyn, N.J. 08107.

WHEN DID the Gulf, Colorado & Santa Fe and the ATSF first use date-nails in track ties?—R.A. Wood, 111 N. Montgomery, San Augustine, Texas 75972.

INFO WANTED on the Salina, Sterling & El Paso.—T.D. Barclay, Arlington, Kans.

ARE THERE any railfan groups in The Netherlands? If so, how can I contact them?—Kenneth M. Smith, Sr., 758 Maple St., Fostoria, Ohio 44830.

WHAT YEAR was the Pennsy's Greenspring Valley branch abandoned? What was the date of the last B&O passenger train on its old mainline?—Thomas S. Robinson, #919, 10500 Rockville Pike, Rockville, Md. 20852.

WHAT IS the purpose of Southern Pacific's *Blue Streak* merchandise train?—Henry F. Humfreville, 43758 N. 45th West, Lancaster, Calif. 93534.

WHERE CAN I get info about Richard N. Kennington, who may have designed the Pennsy Pacific K4s? I worked for PRR engineering department in Altoona in the early 1920s, but know nothing about him. Did he work for Alco and help design the K29? Pennsy records credit Wallace and Vogt for the K4. Anyone know?—G.E. Hughes, 12746 Mark Twain, Detroit, Mich. 48227.

REGARDING LES JARRETT'S query about remaining Big Boys, here's where they can be found: Nos. 4004, in a park at Cheyenne, Wyo.; 4005, Forney Transportation Museum, Denver, Colo.; 4006, National Museum of Transport, St. Louis, Mo.; 4012, Steam-

town, Riverside, near Bellows Falls, Vt.; 4014, Southern Calif. Chapt. of R&LHS, exhibit, Pomona, Calif.; 4017, National Railroad Museum, Green Bay, Wisc.; 4018, Age of Steam Railroad Museum, Dallas, Texas, and 4023, UP's display, Omaha.—Chet Gehman, RFD2, Winsted, Conn. 06098.

WHEN DID the West Shore become part of New York Central and when did it drop passenger service between Albany and Buffalo? When did the last CNJ passenger train run from Jersey City to Atlantic City?—Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028.

WHERE can I get a list of all railroads operating in North America? (*Ed. note: The Official Guide*, National Ry. Publications Co., 424 W. 33rd St., New York City 10001, or available through our *Switch List*.) What does EMD mean on a diesel loco? (*Ed. note:* Electro-Motive Division of General Motors.) Where can I find a history of Unadilla R.R.? What does the modern track gang use to drive spikes into a tie, and haul them out?—Emerson Buel, Wharton Valley R.R. Museum, North Star Rte., Burlington Flatts, N.Y. 13335.

ANSWERING a query: The Kansas City, Mexico & Orient was a prototype railroad in the Southwest, part of a grandiose scheme to build a through line from Kansas to Topolobampo, Mexico, on the Pacific Ocean. Eventually the Santa Fe absorbed it. Its full story is told in the book *Destination Topolobampo*, published by Golden West Books of San Marino, Calif.—J.W. Mathews, Jr., P.O. Box 18-007, Seattle, Wash. 98118.

WHICH TYPES of steam engines ran on the Lackawanna's Morris & Essex Division in the 1940s and '50s? When did DL&W operate its last steam loco out of Scranton?—Wayne R. Gardner, 1411 N. Washington, Scranton, Pa.

WHERE CAN I get good railroad postcards?—Mrs. Eugene Kierski, Box 87, LaSalle, Ill. 61301. (*Ed. note:* Keep checking our *Switch List*.)

WHO KNOWS where the heaviest and most powerful cranes were used on U.S. railroads years ago? Today?—John V. Myrand, Cliff House, Ogunquit, Maine 03907.

I WANT A HISTORY of Reading's operations out of Philadelphia, Pa.—Herbert Packman, 15626 S. Dumont Ave., Norwalk, Calif. 90650.

WHO HAS pix of Southern, SAL, ACL, FEC steam and diesel, especially Alco RS3. Also, from those roads, blueprints of wooden passenger and freight rolling stock, pix of steam big hooks, pile-drivers, work cars, stations, yards, roundhouses, etc.—T.F. Meroney, Box 15, Mocksville, N.C. 27028.

Switching cars and loading teams in the biting cold of an Alaskan winter was hard work in 1900 at White Pass summit on White Pass & Yukon Route.

I NEVER had the pleasure of seeing the engine named *Gazelle* at work on the Shropshire & Montgomeryshire Ry., but saw her later. However, I did see at Llanymynech station another very unusual loco. I don't believe she had a name, but she consisted of two Ford motorbuses joined together at the rear ends and driveable from either end. She had brass headlamps and radiators. What became of her?—V.G. Evans, retired British Rail clerical officer, Horley, Surrey, England.

I WAS INTERESTED in reading in a recent issue about the Northern Pacific record long-distance run. But what about the record set by Frisco 2-8-2 No. 4113? In the late 1920s, or early '30s, that engine ran for 25 straight days without even having her fires dumped! She pulled different trains between Kansas City, Mo., and Birmingham, Ala., for a total of 7,350 miles, burned 676 tons of coal, used 5,250 tons of water and averaged 294 revenue miles a day. Does this record still stand for coalburners?—Herman Wilson, 13 Washburn St., Gloversville, N.Y. 12078. (*Ed. note:* Tell us more. And, if possible, lend us a photo of the 4113 for publication.)

CAN ANYONE supply the names and numbers of trains that used New Orleans Union Station 20 years ago?—Maunsel White, 105-B.N. Gatehouse Dr., Metairie, La. 70001.

IS THERE a list of all steam locomotives donated by U.S. railroads for display, and their location?—L.A. Ware, 1265 Melrose Ave., Iowa City, Iowa 52240. (*Ed. note:* If so, we'd like to publish it. We did print one many years ago, indexed by states, but it's obsolete by now.) •

STEVE MAGUIRE'S

TRANSIT TOPICS

Queensboro Bridge Ry. car 605 crossing bridge at Welfare Island stop, showing Manhattan, April 22, '51. It was last trolley to run in NYC.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

A NEW PAINT that eases the removal of graffiti has been developed by a Chicago chemist, Bhaskar R. Ura, who is selling it to transit companies, public housing authorities, and schools. One coat of the paint, which comes in colors or a clear form, can help erase graffiti from brick, concrete, or metal surfaces. After a surface has been treated with it, only a small amount of paint thinner is needed to remove the defacement. A microscopic layer of glass in the paint prevents the graffiti from being absorbed.

New York's Metropolitan Transit Authority is now using the new paint. By 1979, the entire fleet of 6500 subway cars presumably will have been repainted. In the past, the subway's paint-removing machines did not take off all the graffiti. Workmen with hand brushes had to scrub the missed areas. It used to cost $1800 to paint a car—$60 for the paint and $1740 for labor. With the new paint the cost will be $260 for the paint and only $1140 for labor.

NEW YORK's first aerial tramway, which opened in May across the East River, links Manhattan with Roosevelt Island. The latter was formerly known as Welfare Island and had always been isolated from Manhattan and Brooklyn—except for an elevator connection up to the Queensboro Bridge that crosses above its mid-section.

The city's last trolley line, the Queensboro Bridge Railway, ran along the outer sides of the bridge, serving mainly persons going to and from the then Welfare Island. Buses later carried on the job; but with some large apartments built in recent years, a direct connection became necessary.

A POWER CABLE in Boston, Mass., fell and burned through the roof on a trolley car on June 3rd, slightly injuring more than 20 persons, mostly members of a first grade class on a school field trip. The trolley, crowded with pupils from a suburban Ashland elementary school on their way to Boston Common for a picnic, was on a routine run on the Riverside line in adjacent Brookline.

"We don't know what caused a wire to fall," said Don Eagles, a spokesman for the Massachusetts Bay Transportation Authority. "It happens, but seldom A wire supporting a power cable which runs the trolley's electrical motors apparently snapped, became entangled in the power line, and burnt a hole in the car roof, causing a fire."

Elsewhere in Boston, the Metropolitan Area Planning Council has approved a $381 million application for Federal funds to extend the Massachusetts Bay Transportation Authority's Red line from Harvard Square, its present outer terminus, through Somerville to Arlington Heights, we learn from E. Rebsamen, 20 Buckthorne Ter., Winthrop, Mass.

The council's action climaxes, at the state level, a ten-year effort to lengthen the MBTA subway system beyond Harvard Square. An estimated 80 percent of the cost of building the 6.4-mile segment would be paid for by the U.S. Government if the grant is approved. The remaining 20 percent could be funded by MBTA bonds.

The line would handle an additional 42,000 riders daily, according to MBTA estimates. It would be built in three phases. One, running from Harvard Square to Alewife Brook Parkway in Cambridge, costing an estimated $244 million, is scheduled to begin next year.

The second section—to Arlington Center, costing about $71,185,000—could be built simultaneously with the first part if Congress approves the transfer of additional interstate highway funds to mass transit. The last part, to Arlington Heights, would be built under the regular Urban Mass Transportation Administration's program of aid for transit projects. These funds are not expected to become available until 1980.

DURING a recent trip to the Midwest your transit editor picked up some news. At Cleveland, I saw two former Illinois Terminal Railroad cars operating on the Shaker Heights Division of the Greater Cleveland Regional Transit Authority, making two early morning and one late afternoon runs. On a special trip of the train sponsored by the Illinois Railway Museum (owner of car 450) and the Connecticut Electric Ry. Assn. of Warehouse Point, Conn. (owner of car 451), the 450 developed brake problems and had to be replaced by the much older car, No. 12, originally from the Cleveland Railways. Patronage on the Cleveland RTA has increased since the cut in fares to 35 cents and special passes for senior citizens.

At Toledo, Ohio, the Waterfront Electric Railway began operating along a mile of track on May 15th, using a closed car imported from Oporto, Portugal, hauled by a diesel motor. The latter was originally an Indiana Railroad freight motor but was cut down and had a diesel motor installed by its last owner, the American Aggregates Co. Hopefully, in time, overhead wire will be installed so the Oporto trolley can run under its own power.

Plans for mile-long downtown trolley operation are continuing in Detroit, where most of the six single-trucked cars from Lisbon, Portugal, are on hand. These vehicles will run in the downtown street service that is hoped to presage revitalization of the area. These are narrow-gage trams, so the operation will be limited to equipment of a gage not often found in the U.S.

WHILE five restored old trolleys are being received for use along Philadelphia's streets during the Bicentennial, thanks to funds from the Pennsylvania Department of Transportation, similar plans at Pittsburgh for restoration of two old buses and one old low-floor former Pittsburgh Railways trolley have fallen by the way, according to Jim Cerny of Pittsburgh, Pa. The Pittsburgh car was to have come from the Arden Trolley Museum at Washington, Pa., at a cost of $20,000, making the total grant $75,000.

Plans were cancelled because the rebuilding of Smithfield Street bridge, now in progress, would have prevented

use of the cars on Sundays when the structure would be closed for repairs. The work schedule for the bridge job calls for its closing overnight on weekdays and from 10 p.m. Saturdays until 6 a.m. Mondays.

Instead of the old trolley and two buses, the Port Authority will repaint two buses with a Bicentennial theme and run them past historic sites on routes over Mt. Washington and Fineview.

TWO HIGHLINER trains of Illinois Central Gulf sideswiped in Chicago the other day as they were running northbound at 117th Street just south of Kensington station. Twenty persons were injured and two Highliner cars were damaged, at a point on Blue Island where trains move from a spur line to reach the main stem. At the time of the accident a Richton train also was proceeding in the same direction and they came together, reports Dave Nelson, 3174 Bolger St., Ann Arbor, Mich.

Visiting railfans have been warned by the Chicago Police Department that it may be dangerous for them to be seen on several rapid transit stations in that city, according to *Spike & Tie,* monthly publication of the Blackhawk Chapter of NRHS. Stations to avoid are: Cermak-22nd, Tech-35th, Indiana; 43rd Street; 47th Street; 51st Street, Garfield Blvd.—55th Street, and 58th Street. Other stations with high crime rates are Western, Kedzie-Homan, and Pulaski on the Congress route and Ashland, California, Kedzie, Homan, and Pulaski on the Lake Street route.

Spike & Tie also warns visitors that the Englewood and Jackson Park lines are virtually problem areas and should not be attempted unless on an organized fantrip, as they pass through some of the worst ghettos in Chicago. Also the West Side portions of the Lake Street and Congress routes from Halsted to Cicero are in the West Side ghetto area. Railfans are advised to stay on the train even though the Lake Street line has some of their 1893-era Chicago & Oak Park Elevated Railway station houses remaining at Halsted Street, Ashland Avenue, California Avenue, and at Homan Avenue. Also C&OP Shops just east of the Pulaski Road station.

Around the bend goes a trolley on the Sharon Hill line of SEPTA's Red Arrow Div. near Penn Central station at Clifton & Aldan, Pa., in '74.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

SOUTH SHORE LINE, operating 90 miles between Chicago and South Bend, is unhappy over a report from Louis T. Klauder & Associates of Philadelphia, Pa., indicating that an inspection of its 48 passenger cars, all now over 50 years old, show serious deterioration of their frames and need replacement. Usually 35 years is the life expectancy of heavy interurban equipment.

Because of this report, Albert W. Dudley, president of CSS&SB, announces that the company, now controlled by the Chesapeake & Ohio, will invest $1 million to repair and renovate the cars to keep them running for three more years. This will give time for new equipment to be ordered and built. If it is not done, the line will petition to abandon all passenger service—it has long been trying to do. The passenger operation is said to have cost more than $14 million in deficits in ten years, while the prosperous freight business subsidized it.

This ultimatum fell on anxious but helpless ears. Illinois' new Regional Transportation Authority, mired in its own fiscal problems, last year doled out $843,000 to keep the South Shore running. But because the railroad has only a few stations in Illinois, the RTA staff this year is paying no more than 18 percent of the railroad's estimated $2.6 million loss.

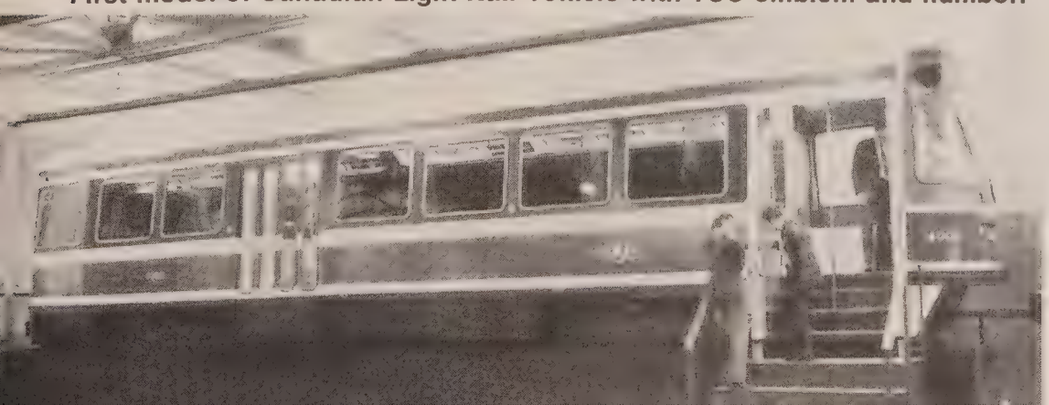
The newly created Northwest Indiana Regional Transportation Authority has helped even less.

"We have no money," laments Steve W. Manich, chairman of the agency. "The Lake County Council has the power to levy a ($12 per employe) head tax for mass transportation but isn't likely to do it. So we may have to go back to the Indiana General Assembly for authority to levy it ourselves."

Such a measure failed in the last session. There is not too much sentiment in Indiana for the South Shore Line, largely because it serves only to take people into Chicago.

Toronto Transit Commission

First model of Canadian Light Rail Vehicle with TCC emblem and number.



PARIS SUBWAY traffic on all lines was halted for 15 minutes on June 1 to dramatize a protest against the increasing number of attacks on Metro workers and riders. Official reports state that 86 employees and 1,249 passengers were assaulted in one way or another during the first four months of this year, as compared with a total of only 524 during the same period in 1975. Special police patrols are assigned to stations where the most crime is reported, and a small security force rides on some trains.

Cable car No. 24 on the old California Street line in San Francisco, Calif., the only piece of equipment to escape the fire and earthquake of 1906, the year *Railroad Magazine* began publication.

BACK in 1928, railfan Thomas Rockill observed an unusual operation on a small traction line, that being a single trolley car running all the time with *both* poles up. It was on the Tri-City Traction Company that linked Bluefield with Princeton in West Virginia and also had local city routes in Bluefield and a single one-mile line in Princeton from the Courthouse to the Virginian Railway station.

Tom, who lives at 1212 Campbell Ave., S.W., Roanoke, Va. 24016, saw the rare operation, in which single-trucked car 54 ran back and forth over the one-mile route. We don't understand how this could have been a regular practice. The same result could have been attained if the car had run with only one pole up. Two poles would complicate an otherwise simple operation. Any trolley-poled car operating with the front pole up must have been hazardous because the front pole might leave the wire. The only time we ever saw this happen was in the 1930s when trolleys on one route to Manchester, N.H., ran a few blocks up Avenue A off the regular run and then returned to the usual route. We took a photo of a car on Avenue A for this department many years ago.

Columbia Park & S.W. 460, ex-Chicago, Aurora & Elgin, at Olmsted Falls, Ohio. Car, built by St. Louis Car Co. in 1945, ran on CA&E until '57.

Photograph by Stephen D. Maguire

Good-Bye, Herman Rinke!

CARL SANDBURG wrote: "Death sends a radiogram every day: 'When I want you I'll drop in'—and then one day he comes with a master key, lets himself in, and says, 'We'll go now'."

That day for Herman Rinke was May 31st, from heart disease at age 68. Besides being secretary of the Electric Railroaders' Assocation—a demanding, unsalaried post that he had held almost continuously since 1941; Herman spent nearly 30 years on the payrolls of the New York Central and then the Great Northern and was a member of the Order of Railway Telegraphers. So, like most of our readers, he was both a railroader and a fan. In recent years he was an ICC railroad car service agent.

Herman was easy to find. When he wasn't on ICC duty or relaxing at his home in Newark, N.J., or leisurely eating meals, he was probably toiling contentedly at ERA national headquarters, 145 Greenwich Street, New York City, especially in the evenings. Every big group has a few such dedicated members who "keep things going."

His widow, the former Helen Elaine Stitzel, likewise an ERA member, is almost as ardent an electric railway enthusiast as he was. She served as an ERA vice president and recording secretary and as well as corresponding

secretary of the Branford Trolley Museum. They have no children.

Your *Transit Topics* editor had been acquainted with him since the 1930s. Herman was No. 68 of our *Interesting Railfans.* A write-up by Freeman Hubbard in our Aug. '68 issue relates that he was born in the Bronx, New York City, half a block from an Interborough Rapid Transit subway-el station and lived in the same house for 25 years. Clatter of wooden and steel cars on the old elevated structure lulled him to sleep at night and woke him up in the morning. Furthermore, trolleys of the Third Avenue Railway—open cars in summer, closed ones in winter—rumbled by day and night underneath the el in those days.

Constant exposure to transit operations led Herman to observe the details of rolling stock and eventually become, for many years, a busy railroader and railfan. The biggest mistake he ever made had to do with electrical equipment but not on rails.

Said he: "I left an electric iron with the power turned on standing flat on an ironing board when I started out on a trip to a beach. Miles away from home, I suddenly remembered it and rushed back frantically, to find the board in flames. You can imagine what might have happened in the wooden house with two families, including children, living upstairs."

He claimed to have been the first person to ride the entire mileage of the New York subway-elevated system continuously on one fare, which was then a nickel, in 1940. Such a feat takes from 23 to 25 hours, depending upon the route and connections made. We'd like to hear from readers who've done likewise.

His first paid job was office boy in the New York Central general offices in his native city. There he spent 6½ years and was promoted to book-keeper, meanwhile completing his high school education at night.

In 1929, a few months before the Depression, he resigned to enter Stevens Institute at Hoboken, N.J., on the site of America's first steam locomotive operation. There he won five tuition prizes and gave vent to his frivolous side by acting, singing, and dancing in a variety show. Then he was awarded a fellowship in the School of Transportation at Yale University.

One of his classmates, Downing B. Jenks, was the son of a Great Northern operating vice president and later became president of the Missouri Pacific. Downing persuaded Herman to hire out to the GN as traveling car agent and general student of the railroad. During his two years on that system, Herman seved also as a division track inspector, drove a section scooter 94 miles a day,

Herman Rinke and his wife, Elaine, boarding Public Service trolley car in Newark, N.J., about 10 years ago.

assisted a division master mechanic, and rode steam locos to check on their condition and maintenance.

Returning to the NYC, he was rehired, this time as a yard clerk and then in signal service. In the ensuing years he operated every signal in the big Terminal yards and on all suburban lines except Croton-on-Hudson, and worked in the train dispatcher's office. For ten years he was the signal tower director at Grand Central Terminal; and in 1960 he got a job with the ICC.

Meanwhile, in 1941, E. Jay Quinby, founder of the ERA, buttonholed Herman and asked if he'd look after the Association for a while as secretary. Herman agreed, not guessing that this post would lead him, via ERA membership, to the girl he married.

"Herman is a man of great energy and organizational ability," Mrs. Rinke told us, years ago, "but he collects too much trivia, mostly clippings." (What railfan doesn't?) "He forgets certain items that are meaningful to me, such as the title or plot of a movie we saw last week, but he remembers technical facts about railroad and city transit cars that ran 30 years ago."

Like most railfans, Herman was a non-smoker. "Hobbies like ours," he remarked, "must be a substitute for tobacco."

He liked *Trains,* but said: "*Railroad* is more suited to those of us who prefer the color and lore of railroading, the backgrounds in its history, tales of oldtimers, and railroadiana to collect."

About 90 percent of his photo collection consisted of electric shots. He also had a ton, more or less, of picture postcards, news clippings, and metal route and destination signs from old rapid transit cars in the New York area.

Joe L. Diaz, editor and publisher of *The Street Railway Review,* 619 Belden Ave., Chicago, Ill. 60614, is printing a memorial tribute to Herman in his issue No. 15 and will send information about the *Review* to anyone on request.

A New Book by Cummings

Trolleys Along the Turnpike, by O.R. Cummings, 88 pages, 8½x11", with soft cover and stapled binding, may be had for $5.95 from Boston Street Ry. Assn., P.O. Box 102, Cambridge, Mass. 02138. This is a history of the Boston & Worcester Street Railway, one of the few real interurbans in New England. Its mainline followed the historic Boston & Worcester Turnpike for much of its distance, entering Boston along the tracks of the Boston Elevated Ry.

Opened in 1903, it was the fastest and most efficient means of travel between the two cities till 1928, when it was cut back to Framingham. There was little freight business. The competing auto traffic along the turnpike eventually cut into the numbers of riders, causing its demise in 1932. The book contains many fine photos, garnered from fans in New England. The text is quite readable. A system roster is included. There is a very large foldout track map of the system—so large, in fact, that we would have liked to see also a smaller-sized map on a page more readily accessible.

SEND transit news to Steve Maguire at his home, P.O. Box 51, Belmar, N.J. 07719.

Rare photo shows one of Citizens' Electric's 14-bench Brill open cars leaving chain bridge at Newburyport, Mass., around turn of the century.

Collection of O. R. Cummings

HOBBY CLUB

conducted by Sy Reich

MEL OST, national prexy of Railroad Enthusiasts, takes a dim view of future railfan trips sponsored by clubs using railroad equipment other than their own, or, if so, operated by railroads running individual trips.

He tells us: "After spending six months submitting a complete summary of all the many trips taken by various RRE divisions over the past five years, we finally received a proposal of insurance from a large domestic insurance company. The premium was so prohibitive that even if we ran a trip a week we couldn't pay the premium. This has such a disastrophic (Mel coined a new word here) effect that I think no more fantrips will be run unless the railroad involved handles the trip themselves. Even though our record is superb in so far as accident pay-offs is concerned, insurance companies are aware of the many derailments and poor roadbeds.

"The Railroad Enthusiasts have decided to run 'mixed trains' with our own equipment. The first one scheduled, using the ex-B&O *Shenandoah*, the ex-Frisco *Eugene Field*, and ex-Pullman *Clover Colony*, was over the July 23-25 weekend on a Central Vermont freight train out of New London, Conn., for St. Albans, Vt."

JERRY ANGIER, ed. of *The 470*, newsletter of the Portland, Me., division of RRE, writes that Locomotive 15 Corp., a small business controlled by railfan-stockholders and owning GE 44-ton diesel No. 15, now leased to Conway Scenic R.R., have another interesting project under way. They offer to sell additional shares of stock to finance the acquisition of ex-Reader 2-6-2 oil-fired steam loco No. 108. That engine was recently retired when the road's principal shipper went out of business and the line closed down. After the funds have been raised and she is shipped north, she also will be leased to CS for regular service. For info on No. 108 and sale of stock, write to Locomotive 15 Corp., P.O. Box 434, Conway, N.H. 03818.

Incidentally, The 470 Club has lined up its annual weekend of trips out of Portland for Oct. 2 and 3. The first one on Saturday, will be a round trip to Gorham, N.H., and the following day will be their much-anticipated Fall excursion to Island Pond, Vt. Tickets sell fast on both trips, so get your check off now to The 470 Railroad Club, P.O. Box 641, Portland, Maine 04104.

Dwight Smith says the third annual Railfan's Day on the Conway Scenic will be on Sept. 18, beginning at 10 a.m. There will be photo runs with a steam doubleheader, a steam/diesel tripleheader hauling freight, passenger, and mixed trains. Also railroadiana displays with swap and sell tables available by reservation. Contact Dwight at P.O. Box 434, Conway, N.H. 03818, or phone 603 356-5251.

STEAMTOWN FOUNDATION'S 3rd annual Railfan's Weekend will be Oct. 30-31 at Riverside, Vt. It will celebrate the Bicentennial and its 15th year of steam operation with tripleheaded runs featuring ex-Canadian Pacific Nos. 1246, 1278, and 1293 on mixed freight and passenger runs. Night photography, shop tours, photo runbys, and at least six locos under steam are planned. This outing will follow, by two weeks, the final run of the Vermont Bicentennial Steam Expedition between Bennington and Burlington; it will allow time for the ex-CP loco to get ready for the late October jamboree. Details from Steamtown Foundation, P.O. Box 71, Dept. R-1, Bellows Falls, Vt. 05101.

THE TWELVE directors of Railway & Locomotive Historical Society were delighted at the recent annual meeting at Anaheim, Calif., by word from president Howard A. Greene that each would be given a handsome Franklin Mint Stockton & Darlington 150th anniversary medallion struck with the Society's logo on the reverse. Sponsored by the R&LHS, this was a bonus for their 1975 achievement programs. George Krambles, R&LHS director and Chicago Transit Authority general manager, and Jerry Best, veep at large and well-known rail author, engineered a worthy movement through the directors' meeting by recommending that the remaining medallions be made available to the various R&LHS chapters and be given to members in recognition of meritoriious service.

H. Arnold Wilder was named national treasurer to succeed Sam Gilfix, who resigned due to pressure of outside work. Book publisher Donald Duke and rail historians Stuart Forsyth and Herbert H. Harwood, Jr., were elcted directors. The directors also voted to form a Gulf Coast Chapter covering Alabama, Louisiana, Mississippi, and western Florida.

At the annual lunch, Jerry Best spoke on the research and designing of plans for the Promontory Point National Park locomotives pulling cars over track on the old roadbed east of Promontory for tourists, beginning in 1978. Jerry, no stranger to historical projects, was engaged by the National Park Service as a consulting engineer representing NPS. He is their contact with O'Connor Engineering Co., which is working up drawings for operating replicas of Central Pacific No. 60, the *Jupiter*, and Union Pacific No. 119 for the Promontory setup. This project should be right down the alley for Lester Tippie, Ray Phelps, Merle Rawlins, Stan Jennings, and others of the Promontory Chapter of NRHS.

A BIG ANNUAL railfan event that has caught on in the Midwest is Mid Rail. After a fine gathering of the clan in Iowa last year, Kansas City Chapt. NRHS and Smoky Hill Ry. & Historical Society have put together an interesting program for Mid-Rail in Kansas City, Sept. 17-19, with a wide variety of events from rail riding to color-sound footage.

Saturday, Sept. 18, looks like the big day, with a trip on the *National Limited* and luncheon in the diner on the 168-mile ride from K.C. to Jefferson City. After returning to K.C. it will be time for the Mid Rail annual dinner, with M.F. McClain, veep of Kansas City Southern, as guest speaker. The next day, the gang will visit the Kansas City Ry. Museum and River Quay District for a look at the museum's rare passenger cars and locos. After that, a trip to Santa Fe's Argentine yard and terminal at Kansas City, Kan. Headquarters will be Rodeway Inn. For further info on events, costs, and room rates contact Jack Morgan, Mid Rail '76, 4944 Chouteau Dr., Kansas City, Mo. 64119. Jack says reservations deadline is Sept. 11.

SAD, INDEED, is the news from John Hallier's Canadian Railroad Historical Assn. Communications about the passing of an old friend, R. Wyatt Webb, chairman of the Canadian Railway Commission and a CRHA director. It was Wyatt who put the muscle into the Canadian Railway Museum and made it outstanding. For doing so, the Canadian Government awarded him a centennial medal in 1967.

ALTHOUGH Jim Jollay, Jack Daniel, and Carl Wipprecht, among others at North Alabama Railroad Club, are proud of the alltime record of 7,431 paying passengers on their three spring excursions, the boys aren't sitting on their laurels. Every stop is out to get the club's No. 77 back in service as soon as possible. The name of the game, as with most rail clubs, is dough—getting cash for restoration of this valued steam engine. With the drivers due in Sheffield from Birmingham, after extensive work, and the journal boxes at Decatur ready when the wheels return, Dixie belle 77 is be-

One of the interesting events planned for Mid-Rail '76 in Kansas City, Mo., Sept. 17-19, will be a visit on Sept. 19 to Santa Fe's Argentine diesel shop and terminal yard shown here in its prime.

ginning to sniff the high iron again. They have a good slogan "77 for 77 Club." That means $77 for No. 77, and ready to roll in '77, if not before. Send donations to the club at P.O. Box 4163, Huntsville, Ala. 3502.

WITH RALPH HEDRICK, Gerry Robinson, Lew Cathey and the rest of the gang at Piedmont Carolina Chapt. NRHS (Charlotte, N.C.) planning an excursion over the Clinchfield from Spartenburg, S.C., to Erwin, Tenn., on Oct. 31, the club still has time to promote fellow member Clyde J. Dellinger's book, *Tweetsie and the Clinchfield Railroads Crossing the Blue Ridge Mountains*, selling for $3.50. We haven't Clyde's address, but write to Lew Cathey, the club's corresponding secretary and ed of their newsletter, 207 W. Fourth Ave., Gastonia, N.C.

LOOKING for train orders? John Poulson, RR 2, Site 8, Cranbrook, B.C., Canada VIC 4H3, has lots of them and will send you a bunch for 50¢. He didn't say which roads, or other info.

A RECENT NOTE from Anthony A. Rice says the Anthracite Rail Club, formerly the Schuylkill County Railroad Club, has been formally organized, with headquarters at 33 E. Mill St., Port Carbon, Pa. 17965. Meeting nights are the 2nd and 4th Tuesdays of each month at 7 p.m. Tony is president of ARC. He is sure that anyone interested in the roads that run, or did run, through the anthracite belt would be interested in it. Plans are being made for construction of the club's model layout of typical anthracite region industries, towns, scenery, etc. Info is available from club's secretary J. Getschall % ARC headquarters.

Also in the Keystone State, I found something that should impress any collector. As it comes from Pennsy historian Harry Albrecht, there's no question of its authenticity. Harry is selling original PRR steam loco drawings by C. Cruthers for $2.25 each, postpaid. The blueprints, about 24x12", are of No. 240 class D16B at Altoona, 1900; No. 81, D7, Altoona, 1882; No. 238 D-13c, 1893, and No. 872 H-5 in 1898. All are scaled at 3/8" to foot, including loco details. Contact Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018.

WITH THE American Freedom Train schedule winding down in this bicentennial year, subject to change, easterners and southerners should keep some dates in mind. Aug. 10-12, Hartford, Conn.; Aug. 14-16, Providence, R.I.; Aug. 18-19, Poughkeepsie, N.Y.; Aug. 21-23, Newark, N.J.; Aug. 27-29, Bethlehem, Pa.; Aug. 30-Sept. 1, Trenton, N.J.; Sept. 2-6, Asbury Park, N.J.: Sept. 8-10, Scranton, Pa.; Sept. 11-13, Williamsport, Pa.; Sept. 14-16, Harrisburg, Pa.; Sept. 17-23, Philadelphia; Sept. 25-28, Richmond, Va.; Oct. 12, Norfolk, Va.; Oct. 19, Roanoke, Va.; Oct. 16, Raleigh, N.C.; Nov. 5, Charlotte, N.C.; Nov. 10, Atlanta, Ga.; Nov. 23, Charleston, S.C.; Nov. 29, Savannah, Ga.; Dec. 4, Jacksonville, Fla.; Dec. 14, Orlando, Fla.; Dec. 17, Tampa, Fla., and Dec. 23, Miami, Fla.

In putting this column together, we have to work months in advance of these dates and there could very well be changes in the list. As we write this, ex-Reading 2101 will work northern end and SP 4449 touring Dixie. ●

Last train on D&RGW slim gage valley line from Alamosa, on loop trestle crossing mainline to Gunnison, arriving Mears Jct., Colo., on February 15, 1951.

Robert W. Richardson, Box 10, Golden, Colo. 80401

BOOKS of the RAILS

by Gorton T.H. Wilbur

RIO GRANDE GLORY DAYS, by Gilbert A. Lathrop, with introduction by Freeman Hubbard, hardbound, 352 pages, 6x8½," photos and maps, Golden West Books, $10.95. (Available from Railroad Magazine Book Service.)

To the many who enjoy reading about narrow-gage days on the Denver & Rio Grande and D&RGW, this is great writing. It's an autobiographical account of the famous steam trains that rolled through Colorado's Black Canyon on the Gunnison River—a call to high adventure. After 15 years with the D&RG, working from roundhouse boy to occasional conductor, Gil Lathrop quit the road to write professionally about his own experiences and other colorful Colorado rails in fast-moving fiction and true takes of a romantic long ago. More than 85 good photos from such well-known collectors as Jerry Best, Dick Kindig, E.J. Haley, and Donald Duke, among others, help to illustrate Gil's last book. For many years his stories of blizzards, snowslides, runaways, washouts, etc., on the Rio Grande were much-looked-for features of our magazine.

Freeman Hubbard, rail historian and editor of *Railroad Magazine,* who knew the real Gil Lathrop, writes in the introduction: "Lathrop had the rare gift of sincere, colorful story-telling that editors pray for. His yarns never drag. Something is always happening. Although I have always been handicapped by a low editorial budget, I did my best to encourage Lathrop to continue writing for *Railroad* during the lean, grim years of the Depression, for I knew that his fiction stories and fact articles were helping to keep this magazine on the newsstands and to retain my name on its company payroll.

"The many scripts he sold to us set a record, and nearly all the checks he ever received from magazine writing were *Railroad* checks. But I am convinced that 'Snap' Lathrop (that was his nickname) did even more for us than we did for him. Parts of *Rio Grande Glory Days* were culled from material originally written for *Railroad Magazine.* The cream of it, I might say.

"One letter I got from him tells about this book, 'Thanks for your note in *Railroad* about my working on the book and for your release of publication rights on my stuff. I have finally finished the job. It's 357 typewritten pages—about 90,000 words, I reckon—but the publisher may cut it, and I don't mind. Writing it was fun.'

"Only a man like him could have produced *Rio Grande Glory Days,* and there weren't any others like him. At last came the day when he crossed the Great Divide where all pony tracks point one way. The world seems smaller because he is gone."

1976 STEAM PASSENGER SERVICE DIRECTORY, Including Electric Lines and Museums, 152 pages, 5½x8½", softbound, photos, locations, schedules, Empire State Railway Museum, Inc., $2.50. (Available from Railroad Magazine Book Service.)

This 11th annual *Directory* is timely, especially for the vacationing railfan looking for steam and electric lines to ride and interesting rail museums to visit in the U.S. and Canada. A steam tourist road in Hawaiian Islands, in the resort area of Kaanapali and the old whaling town of Lahaina on the Island of Maui, also is listed. A bonus for the railroad buff is the reduced-rate guest coupons available to readers of the *Directory.* This one, like its predecessors, is well illustrated. It lists tourist hikes and trolley and museum operations with regularly scheduled or intermittent passenger service.

THE NEXT STATION WILL BE . . . Album Vol. IV of 1910 Northern Railroad of New Jersey and Piermont Branch, 48 pages, 8½x11", softbound, photos, maps, timetables, Railroadians of America, $4.50. N.J.; residents add 5% sales tax. (Available from Railroad Magazine Book Service.)

This is the fourth album of *The Next Station Will Be . . .* a series of books showing rare photos of railroad depots as they looked in 1910 in northern N.J., southern N.Y., and northeastern Pa. It covers two Erie lines which connected in Rockland County, N.Y. One of them operated north from Jersey City to Nyack at the time the pix were made, while the other, the Piermont branch, went cross-country from Piermont to Suffern. There are many fine photos in this album, but one that especially struck my fancy shows Northern's Piermont depot with a magnificent view down the Hudson River. I could almost see the *Mary Powell* steaming along that river under summer skies. Each print is prefixed by a milepost number indicating the distance from Chambers St. ferry house.

Volumes already published covered the portion of the New York, Susquehanna & Western from Middletown, N.Y., to Jersey City, and the New Jersey & New York (the Pascack Valley Line) and, last year, the New York & Greenwood Lake. Two volumes of this delightful series remain, NYS&W (western portion), the Wilkes-Barre & Eastern, and miscellaneous Erie branches.

The Railroadians of America, Inc., was founded in 1939 by Tom Taber, who died last year, as a limited-membership, non-profit organization of those whose avocation is the study of railroading. It researches and publishes historical material, issues a newsletter, and aids in the preservation of railroadiana. For more info contact Warren B. Crater, retired Jersey Central engineer, one of our *Interesting Railfans,* and vice president of the Railroadians, 270 W. Colfax Ave., Roselle Park, N.J. 07204.

Periodicals and Journals

RAILROAD HISTORY, NO. 134 (SPRING, 1976), edited by John H. White, Jr., 119 pages, 6x9", softbound, full-color Georgia Railroad cover, photos, maps, diagrams, book reviews, annual report, published by The Railway & Locomotive Historical Society, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02163. This outstanding publication is free for members; non-members pay $5. Back issues may be had from Samuel J. Gilfix, 11 Burbank Rd., Medford, Mass. 02155. (annual R&LHS membership $7.50, contributing $12.50, life $100.)

This is the astute Jack White's fifth year as editor of *Railroad History,* of which he has never failed to turn out good editions. Arthur Dubin's fine cover illustration shows lettering from one of his Georgia R.R. timetables and introduces James A. Ward's article, "Edgar Thomson and the Georgia Railroad." A companion piece by John F. Stover, is "Georgia Railroads During the

Reconstruction." Other major articles are "Two Live 'Abandoned' Rail Lines," by Earl J. Heydinger, and George A. Parker's "Susquehanna Bridge on the PW&B, and NCNG End of the Line," by Robert M. Hanft.

Jack's next *Railroad History* issue (Fall '76) will contain articles on railroad shops at Fond du Lac, Mich.; NP 4-6-2 locos, Richmond's Church Hill tunnel, and the like. An alltime roster of the Milwaukee Road is scheduled for the Spring '77 issue.

THE MARITIME EXPRESS, edited by R.D. Tennant, Jr., for Scotian Railroad Society, P.O. Box 798, Armdale Postal Service, Halifax, N.S., Canada. Disturbing news here is that with the issuance of the recent Vol. VII, No. 4, editor Tennant is posting "30's" for this very good slick-paper quarterly of the Scotian Railroad Society. His reason is valid and very familiar, financial. However, we hope new sources of revenue will be found, plus an overwhelming push by the membership, and members-to-be, to see *The Maritime Express* back in circulation again. It's far too valuable to drop out.

THE LENSMEN, Vol. 5, No. 1, Aug. '76, is edited by John R. Taibi, one of our *Interesting Railfans,* 14 pages, softbound, 8½x11", glossy paper with excellent pix, P.O. Box 486, Brentwood, N.Y. 11717. Published quarterly at $4 annually, Canada $4.75, overseas $5.50. Sample copies and back issues $1 each. Photo requirements sent on request.

I enjoyed especially, in these early days of ConRail, Gene Collora's photos of New York Central diesels in action. The night view of The Family Lines' railfan's Dixie darlin' One-Spot is outstanding. An appealing photo by John Lucas shows Santa Fe Extra 8710 eastbound on SP/SF trackage over Tehachapi Pass last August. Also classic are Bill Jernstrom's shot of Boston & Albany 1434 highballing 66 cars westbound out of Worcester, Mass., on July 6, 1938 and the WMT&HS print of Western Maryland Pacific 205 hauling train 3 out of Hagerstown, Md., years ago.

B&M BULLETIN, SPRING 1976, is edited by Richard Conard for the Boston & Maine Historical Society, Box 302, Reading, Mass. 01867. Members of the B&MHS receive this fine glossy-paper, well-illustrated publication free; non-members pay $1.50. New England rail historians will enjoy Charles J. Kennedy's "Railroads in Essex County a Century Ago" and "The B&M's K-6 Classes of Consolidations," by Kenneth F. McCall. More good reading will be found in B&M-MEC "Stainless-Steel PassengerCar Roster Update," by Leroy C. Hutchinson, and one of our favorites, missing from the winter edition, "Post 1911 B&M Steam Roster," by L. Stewart Twombly and Robert E. Chaffin.

MIDWESTERN RAILS, edited by Frank L. White, White Publishing, 208 N. Stewart St., Genesco, Ill. 61254, $9 for 12 issues. In a few short months Frank has built up quite a following with this new journal, not only among railfans in the Midwest but elsewhere as well. He has an interesting publication with lots of good stuff. ●

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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Eastbound Southern freight glides past towed disabled ex-Southern 722 at Bremen, Ga., in April '76.

Photograph by John W. Coniglio

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Terms: Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Oct. issue closed July 15th.)

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1977 NEW ENGLAND RR. CALENDAR now available, limited, $3 postpaid. Free catalog. Dealers wanted. Photo sets and calendars available—Comet Films, Box 8741, Boston, Mass. 02114.

ANNUAL PASSES all major rrs., 1920s thru 1950s, for sale $1 each postpaid. No list. Send your preference.—E.S. Peyton, 1321 Bracken, Las Vegas, Nev. 89104.

UNION PACIFIC passenger car diagram book, Vol. 1, 1950-'64, 300 pages, 600 builders' photos. Only 500 books printed. $12.75 postpaid.—G.B. Davies & Associates, P.O. Box 135, Downtown Station, Omaha, Neb. 68101.

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FOR SALE 110 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

OLD STATE and railroad maps: 70 to 110 years old; all states; some old county maps. Send SSE; specify which state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

TEN BICENTENNIAL diesel slides, $2.50. Catalog of slide sets and prints with sample, 50¢.—Midwest Photo, Box 965, Keokuk, Iowa 52632.

RAILROAD STOCK CERTIFICATES for sale and wanted in any quantity. Beautiful old certificate and catalog, $2.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

$5 PAID FOR B&W photo, side view, 3x5″, standard-gauge steam locomotives under 40 tons that are for sale. Location, owner, telephone. 1st photo paid, dups.; receive address 1st submission. No agents—2421 Ramsey, Springfield, Mo. 65803.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

STEAM LOCOMOTIVE name and address rubber stamp, $4.95. Figure only, $2.95. Name and address with your selected drawing, $7.95.—Lawson's Rubber Stamps, Rte. 4-RO, Salem, Ill. 62881.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of World Steam," $14.95 ppd.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

"KEY, LOCK and LANTERN"—the railroad hardward collectors indispensable reference guide, published quarterly $7 year. Sample copy free for large double-stamped SSE—KL&L, Box 174, Pittsford, N.Y. 14534.

CHARLES CONNIFF, P.O. Box 9686, Jackson, Miss. 39206 sells original color slides of equipment of shortline rr in the line S, SE, SW, MW and some in NE. Send SSE (large). List $1.

RON COX, 11 Frederick Rd., Stapleford, Notts., England NG9-7FT, sells copies of Official British Rail souvenir books of the "Rail 150, Grand Steam Cavalcade 1975" 2 editions: "Cavalcade Reflections" and "Cavalcade Retrospect," both $4 post free surface mail. Also available "Cavalcade Remembered" 1925 at $4 post free surface mail. All 3 books available on one order at $10 post free. Orders accepted with either I.M.O., check or cash banknote payment.

WORLDWIDE RAILROAD & TROLLEY SLIDES, early to modern, selections for fans or collec-

tions for business. Retiring after 23 years. $1 for lists, sample; specify roads.—35-Slides, Box 6098, Colorado Springs, Colo. 80934.

WANT TO KNOW what's going on in the Midwest? Read MIDWESTERN RAILS, 12 issues $7.50 from White Publishing, 208-B N. Stewart St., Geneseo, Ill. 61254.

WANTED: PICTURES, INFORMATION on C&NW branches Fremont to Lincoln, Hastings and Superior, Neb.; Great Plains Railway; C&NW Eastern Division and Nebraska Div. employees tts.—Mike Bartels, 1100 Mulder Dr., Lincoln, Neb. 68510.

"NEW YORK STATE RAILWAYS" by Shelden King; 128-page outline history of trolleys centered at Rochester, Syracuse, Oneida, Utica; 170 photos, 9 maps, rosters, paperbound, $9 postpaid (New Yorkers, sales tax please)—Whitehall Mail Service, 109 E. First Street, Elmira, N.Y. 14901.

HERE AGAIN! Still seeking old railroad stock or bond certificates. Poor's or Moody's Manuals, junk ticket-dealer machines. I swap, too.—Bob Greenwalt, 9239 DeAdalana, Rosemead, Calif. 91770.

ORIGINAL KODAK processed color slides for sale. MILW, C&NW, ICG and other Midwestern roads. Send 25¢ and SSE for list and sample.—Paul Schneider, 940 N. 21st Street, Apt. 26, Milwaukee, Wisc. 53233.

CRACK 20TH CENTURY LIMITED and Pennsylvania Railroad 18X24 beautiful photos. Both only $10 prepaid.—Henrietta, 6810 Chambers, Cleveland, Ohio 44105.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

FOR SALE, 160 railroad number spikes from old Copper River & Northwestern Railroad, which ran from Cordova to Kennicott Copper Mines in Alaska. Dates are 1916, 1917, 1919, 1925, 1927. Best offer for all.—H.L. Edwards, 5050 Nottingham Way, Anchorage, Alaska 99503.

CABOOSE, CHAMPAGNE ROUTE, pictured in *Mixed Train Daily* and *When Beauty Rode The Rails*, wooden, side-door, built by Erie at the turn of the century, used 1937 to 1972 to haul Railway Express, including tons of champagne. Sale to highest bidder with right of refusal, closing date October 31, 1976.—Bath & Hammondsport Railroad, Hammondsport, N.Y. 14840.

THE GREAT CANADIAN SLIDE CO. HAS IT! Canadian diesel slides, including Newfoundland. Kodak originals, list 50¢.—Ken Annett, 575 University West #402, Windsor, Ont., Canada.

SELLING FINE RAILROAD BOOKS, including *Switzerland Trail in America*, magazines, and RLHS *Bulletins*. SSE for list.—W. Dauterman, 5449 Paradise Valley, Hidden Hills, Calif. 91302.

FOR SALE: *OFFICIAL GUIDES* and *Freight Equipment Registers*. Wanted: blue and green 3¼ lantern globes.—W.J. Miller, P.O. Box 253, Allen Park, Mich. 48101.

VOL 2, *ERIE RR. PICTORIAL REVIEW*, 8½x11, soft cover, plastic-bound book with rare old postcard views, photos, advertisements, including 15 scarce postcard views of New York & Greenwood Lake Ry., 1939 system timetable showing schedules of *The Midlander, Pacific Express*, and other famous Erie trains. See 1876 Erie/Lehigh Valley/Mich. Cent. combined timetable Phila., Niagara Falls, Grand Haven. Enjoy complete 1919 Delaware &Jefferson Div. emp. tt. with all schedules and rules. Enjoy many old photos. Included in this 100-page book is an account of the first train, 1851, Piermont, N.Y. to Dunkirk. You'll enjoy the variety of scarce material. Send now for Vol. 2, only $5 per copy. Vol. 1 also available, both $10 postpaid book mail. Order from Ed Gardner, 22 Garden Ave., Mountain top, Pa. 18707.

BUYING NEGATIVES OR ORIGINAL SLIDES? How many dealers do you deal with? If your last answer is more than one, it's too many. RFM has over 50 sources covering this country, Canada, and Mexico. Each bi-monthly issue listings change, and include steam, diesels, traction, and mainline electrics, also cabooses, depots, observations, and other miscellaneous equipment. Try us! Single copy $1.25; yearly subscription $6.— Rail Film Monthly, P.O Box 4676, San Francisco, Calif. 94101.

BOOKS. 428 TITLES, back magazines, brass locos, trolleys, 20% discount, *Jersey Central* $24.60, *PRR Power* $18.20. Wanted: steam locomotives negatives. Send SSE for list.—E. Berle, Box 212, Southampton, Pa. 18966.

FOR SALE: railroad caboose, 4-wheel, built by Virginia Carolina in 1906. Best offer over $100. Can deliver.—Ray Scholl, Rte. 1, Sugar Grove, N.C. 28679 (704-297-4406).

WILL PAY BIG BUCKS for steam loco bell and yoke. Prefer Northeast U.S. location. Write J. L. McCune, 260 Park Street, Medford, Mass. 02155.

FOR SALE: 1906 Niles 51-foot L.S.E. car. Make offer.—John Jenck, 1827 Hayes, Fremont, Ohio 43420.

SEND LARGE SSE for listing of variety of railroadiana for sale with a lantern auction.—John Yates, 125 E. Oakland Avenue, Oaklyn, N.J. 08107.

BUYING OLD TELEPHONES (dial and magneto, before 1930) and telegraph equipment. Send complete information, including price, condition, and photo if possible.—Dietrich Arbenz, 1124 New Dover Road, Edison, N.J. 08817. ●

Coming Events

(No charge for listing here)

Aug.-Oct. 13: Wed.-Sun. round trips behind Royal Hudson 2860 from British Columbia Ry. station, North Vancouver, to Squamish, B.C., round trip. Reservations recommended. Contact B.C. Passenger Depot, 1311 West 1st, North Vancouver, B.C. V7P 1A7, Canada.

Aug.-Nov. 7: Cuyahoga Valley Preservation and Scenic Ry. Assn., Sat.-Sun. 6-hour round trip behind ex-GTW Mike 4070 from Cleveland Zoo entrance to Jonathan Hale Farm and Village, Bath, Ohio. Write Cuyahoga Valley Line, Park Centre, 1250 Superior Ave., Cleveland, Ohio 44114.

Aug.-Sept. 6: Valley R.R., Essex, Conn. Five daily trips, connect with riverboat cruise; Sept. 11-Oct. 31 weekends only. Sept. 18: Railfan Day rescheduled from June 19.

Aug.-Oct.: Daily Aug., weekends Sept., Oct. Special trips, events. Info from Wehman Caldwell, Sierra R.R., Rail Town 1897 Depot, Jamestown, Calif. 95327.

Aug.-Oct.: Wilmington & Western R.R., Sat. & Sun., lv. Greenbank station near intersection Rtes. 2 and 41 southeast of Wilmington, Dela., at 1, 2:15, 3:30 p.m.

Aug. 16-21: Altamont Fair, N.Y., Mohawk & Hudson Chapt. NRHS and Great North Eastern R.R. Foundation selling railroadiana in The Boxcar Store at fair. On grounds is Schenectady ex-NdeM 4-8-4 No. 3028. Info from D.H. Bulman, M&H vice president, 20 Farnam Place, Albany, N.Y. 12205, or W.M. Romer, GNERF president, P.O. Box 34, West Sand Lake, N.Y. 12196.

Aug. 20-21: Mt. Washington Express, Boston to Bretton Woods, N.H., on special B&M train; Oct. 10-11: New York State Exp. trip, Boston to Saratoga Springs via Hoosac Tunnel. Mystic Valley Ry. Society, Inc., P.O. Box 32, Mattapan, Mass. 02126.

Aug. 21: antique auto expo; Sept. 11: great trolley car pageant with many open and closed cars operating. Branford Trolley Museum, East Haven, Conn.

Sept. 3-6: National Railway Historical Society annual convention, Philadelphia; Bicentennial trips, banquet, speaker. Details from local NRHS chapters.

Sept. 2-6: Operating Moguls, Shay, trolley for Midwest Old Settlers Threshers Assn. annual reunion, McMillan Park, south of Hwy. 34. Write Midwest Central R.R., P.O. Box 102, Mt. Pleasant, Iowa 52641.

Sept. 6-Oct. 3: South African Rail Safarai, round trip $1765. Contact Rail Study Tours International, P.O. Box 99, Vienna, Va. 22180.

Sept. 17-19: Mid-Rail '76 hosted by Kansas City Chapt. NRHS and Smoky Hill Ry. & Hist. Society, Kansas City, Mo. Hqrs. at Rodeway Inn, North Kansas City. *National Limited* trip, meal in dinner, visit Kansas City Ry. Museum, SF Argentine Yard, banquet, speaker, rail films. Write Jack Morgan, Mid-Rail '76, 4944 Chouteau Dr., Kansas City, Mo. 64119.

Sept. 18: Railfan Day at Valley R.R. rescheduled from June 19, featuring variety of steam, diesel trains. See newly-restored ex-New Haven parlor car. Also flea market, riverboat ride, film and talk program on New Haven R.R., dinner. Write Valley Railroad, Railroad Ave., Essex, Conn. 06426, or call 203 767-0104.

Sept. 18: Third annual Railfan's Day, Conway Scenic RR, North Conway, N.H., beginning at 10 a.m. Photo runbys with steam doubleheader, steam/diesel tripleheader. Freight, passenger, mixed trains, railroadiana displays. Swap, sell tables available by reservation. Contact Dwight Smith, P.O. Box 434, Conway, N.H. 03818, or call 603 356-5251.

Sept. 18, 25, Oct. 2, 9, 16: Michigan Railroad Club sponsoring rail excur. to Stratford (Ont.) Shakespeare Festival Players via CNR. Lv. Windsor, Ont., depot, all dates, 8 a.m. return 9:05 p.m. $32 covers fare, theatre, luncheon. Query Michigan RR. Club, P.O. Box 526, Pontiac, Mich. 48056.

Sept. 18-Oct. 3: "Land Between the Waters" 40th anniv. trip Pacific RR. Society, excur. to Great Lakes country. Lv., return Los Angeles via Amtrak. Write Pacific RR. Society, P.O. Box 8726, San Marino, Calif. 91108.

Sept. 19: 8th annual Rockville Society of Model Engrs. auction and white-elephant sale (new date, location); all scales, railroadiana, traction, hobby tools featured at Sheraton—Silver Spring, Md. Registration 50¢. Contact Nelson Garber, 1401 Oakview Dr., Silver Spring, Md. 20903.

Sept. 21-24: Town Meeting discussion of national transportation policy, ConRail, Northeast situation, and intercity passenger service as highlights 54th annual conference of Assn. of Railroad Editors, Copley Plaza Hotel, Boston, Mass. Info from W.W. Thompson, 413 American Railroads Bldg., Washington, D.C. 20036.

Sept. 11-12: annual weekend trips to Sandwich Fair; Oct. 10: Starved Rock-Burgoo RI Special. Write Blackhawk Chapt. NRHS, P.O. Box 455, Aurora, Ill. 60507.

Sept. 19: 5th annual extravaganza, National Capitol Trolley Musem, north of Wheaton, Md. Query Robt. Flock, 1909 Forest Dale Dr., Silver Spring, Md. 20903.

Sept. 24-26: 3-day trip to Canadian Soo, Algoma Central to Agawa Canyon; parking and meals incl. $110, limit 38. Details from Mich. RR. Club, %Marge Geandomenica, 11311 Fielding Ave. Detroit, Mich. 48224.

Sept. 25: annual Fall foliage bus-steamtrain trip by N.Y. Chapt., R&LHS. Chartered bus to Strasburg R.R. and Pa. Railroad Museum, famed Amish country dinner. Lv, return N.Y. Port Authority Bus Terminal. Contact David J. McCoy, trip chairman, RD3, Box 227, Jackson St., Fishkill, N.Y. 12524.

Sept. 25: Fall foliage trip, Chama to Antonito on C&TS. Query Tom Daniels, Colorado Midland Chapt. NRHS, P.O. Box 824, Colorado Springs, Colo. 80901, or Kenton Forrest, Intermountain Chapt. NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217.

Sept. 25: Hartwell R.R., Hartwell to Bowersville, Ga., round trip, lv. 10:30 a.m. Adults $5, kids $2, box lunch $2, sponsored by Augusta Chapt. NRHS. Write Hartwell Trip, P.O. Box 5793, Augusta, Ga. 20906 (SSAE).

Sept. 25-26: Both days behind Southern 4501, Jacksonville to Valdosta round trip thru Okeefenokee National Forest, sponsored by Jacksonville Chapt. NRHS and Fla. Dist. NRHS. Adults $17, kids $15. Contact Jacksonville Chapt. NRHS, P.O. Box 8961, Jacksonville, Fla. 32211.

Sept. 25-26: (all Clincfield steam trips, tentative schedule) overnight trip Elkhorn, Ky., to Spartanburg, S.C., return Sunday. Package deal incl. motel, meals. Write Carl Adkins, Blue Grass RR. Club, 1821 Gettysburg Rd., Lexington, Ky. 40504.

Sept. 27-Oct. 3: Southern Calif Chapt. R&LHS annual display of historical locos and equip., incl. recent return of ex-SP 5021, L.A. County Fair Grounds, Pomona, Calif. Query W.S. Smith, 1020 N. Sierra Bonita Ave., Los Angeles, Calif. 90046.

Sept. 26: early Fall meet, operating models, exhibits, sales tables, Holiday Inn, Menands, N.Y., 12 noon-5 p.m. Adults admission $1, kids, 25¢; refreshments available. Upstate Train Associates, %T. Rudsinski, 139 Russel Rd., Albany, N.Y. 12203.

Oct. 2: 470 Railroad Club, RRE, Gorham Gallivant, Portland, Me., to Gorham, N.H., round trip. Mid-day family-styled meal at Gorham for first 300 reservations. Open-door bag. car, air-cond. CN coaches pulled by GT/CV 1776 Bicentennial locos, photo runbys. Lv. Portland 8 a.m., return about 6:30 p.m. Adults $22, kids (5-12) $16. Lunch adults $3.50, kids $2. Tickets from H.O. Preble, The 470 RR Club, P.O. Box 373, Brunswick, Me. 04011.

Oct. 3: 16th annual 470 RR Club Fall Foliage tri-state trip, Portland to Island Pond, Vt., round trip, 300 miles over GT, with open-door bag. snack-bar car, air-cond. coaches pulled by CV/GT 1776, photo runbys. Lv. India St., Portland, 8 a.m., return about 7 p.m. Adults $28, kids (5-12) $19. Tickets from Ron Johnson, 470 RR Club, P.O. Box 2468, South Portland, Me. 04106.

Oct. 2: Clinchfield, steam, Erwin to Marion, N.C., round trip. Write Erwin Civitan Club, P.O. Box 370, Erwin, Tenn. 37650.

Oct. 2: Fall foliage trip on D&H, Colonie Yard (near Albany) to North Creek, N.Y., round trip behind either Bicentennial units or Baldwin Sharks, capacity limited. Fare $19. SSE to Mohawk & Hudson Chapt. NRHS, P.O. Box 523, Schenectady, N.Y. 12301.

Oct. 3: Clinchfield steam, Marion to Erwin, round trip. Contact Exchange Club of Shelby, %Dave Hinson, 309 Circleview, Shelby, N.C. 28150.

Oct. 9 & 10: Autumn leaves steam, Spartanburg to Erwin, round trip. Transportation Dept., Clinchfield Railroad, Erwin, Tenn. 37650.

Oct. 15-16: 11th annual convention NKP Hist. Tech. Society, Sandusky, Ohio.

Oct. 9: Fall open house and swap meet. Steam, electric operation 11 a.m.-5 p.m.; many cars not usually used will be on line. Exhibit space at outdoor swap meet available. No admission charge. James Walker, Jr., pres., Orange Empire Ry. Museum, Box 548, Perris, Calif. 92370.

Oct. 16 & 17: Fall leaf excur., both days behind steamer 630. Contact Atlanta Chapt. NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

Oct. 16: Clinchfield steam, Marion to Erwin, round trip. Write Carl Loftin, Asheville Civitan Club, P.O. Box 7146, Asheville, N.C.

Oct. 17: Clinchfield steam, Marion to Erwin, round trip. Contact Geo. B. Morgan, Marion Civitan Club, P.O. Box 1068, Marion, N.C. 28752.

Oct. 23 & 24: Oct. 30 & 31: Autumn leaf special behind Sou. 4501. All four trips lv. Chattanooga, 8 a.m. for Crossville, Tenn., return 8 p.m., mountain railroading, air-cond. coaches, open obs. cars, dining and commissary cars, photo stop. Adults $18.95, kids (5-12) $14.95. Details from Tenn. Valley RR Museum, Dept. FL, Box 5263, Chattanooga, Tenn. 37406.

Oct. 23: Clinchfield steam, Spartanburg to Erwin, round trip. Query Spartanburg Breakfast Optimist Club, %Blanton Insurers, P.O. Box 8036, Spartanburg, S.C. 29303.

Oct. 24: Clinchfield steam, Spartanburg to Erwin, round trip. Contact Mr. Marion Boyette, %North Brothers Inc., P.O. Box 1451, Spartanburg, S.C. 29301.

Oct. 30-31: 3rd annual Railfan's weekend at Steamtown with ex-CP locos 1246, 1278, 1293 pulling tripleheaders, mixed frt. and passenger runs, night photography, shop tour, photo runbys, six locos under steam. Details from Steamtown Foundation, P.O. Box 71, Dept. R-1, Bellows Falls, Vt. 05101, or call 802 463-3937.

Oct. 30: Clinchfield steam, Marion to Erwin, round trip. Contact Morganto n Jaycees, Rte. 10, 103 Crestview Lane, Morganton, N.C. 28655.

Oct. 31: Clinchfield steam, Spartanburg to Erwin, round trip. Write Piedmont Carolina Chapt. NRHS, %Bentley Photo Center, Park Rd. Shopping Center, Charlotte, N.C.

Oct. 31-Nov. 23: Australian steam railfan trip. Lv. Vancouver, B.C., visiting N.S.W. Rail Transport Museum, Australian Ry. Hist. Society, Geelong Steam Preservation Museum, Pichi Richi Ry., Puffing Billy slim-gage railway, ride Australian train Indian Pacific. $1,653 double occupancy. Info from Skyline Travel Service, 563 Granville St., Vancouver, B.C., Canada. ●

Pen Pals Wanted

(No charge for listing in this section)

Miss Rosaline F. Villafuerte (age 35), 154-C Jones Ave. St., Cebu City, Philippines 60401, 5', 100 lbs., high school grad.

John B. Elliott (age 26), Gr. Cooper's farm. Balcombe, Haywarda Heath, Sussex, England, interested in steam, diesels, hi-fi, trucks, photography, radio stations, wants pen pals, either sex.

Miss Lina Perez (age 24); Miss Martha Perez (age 19); Miss Pering Cabatingen (age 26); Miss Nenen Navarro (age 26); all students at Western Leyte College, Ormoc City, Philippines 7128.

Paul A. Wyatt, 2901 Rose Hill, Boise, Idaho 83705, interested in anyone who collects railroadiana and writes letters.

Miss Alice Pascua (age 19), student at Chong Hua School of Nursing, Cebu City, Philippines 6401, 5'3", 100 lbs.

Mr. Geraldo Evell (age 25), Box 31, G.P.O. Brooklyn, N.Y. 11202, wants to hear from anyone interested in railroads and rapid transit in New York City area.

Miss Brenda Hatamosa (age 28) 1062 M.J. Cuenco Ave., Cebu City, Philippines 6401.

Miss Judith Ventic (age 16), 777 D.Jakosalem St., Cebu City, Philippines, 6401, student, collects stamps.

Miss Fely A. Ventic (age 35), 777 D.Jakosalem St., Cebu City, Philippines 6401, elementary school teacher, collects postcards.

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